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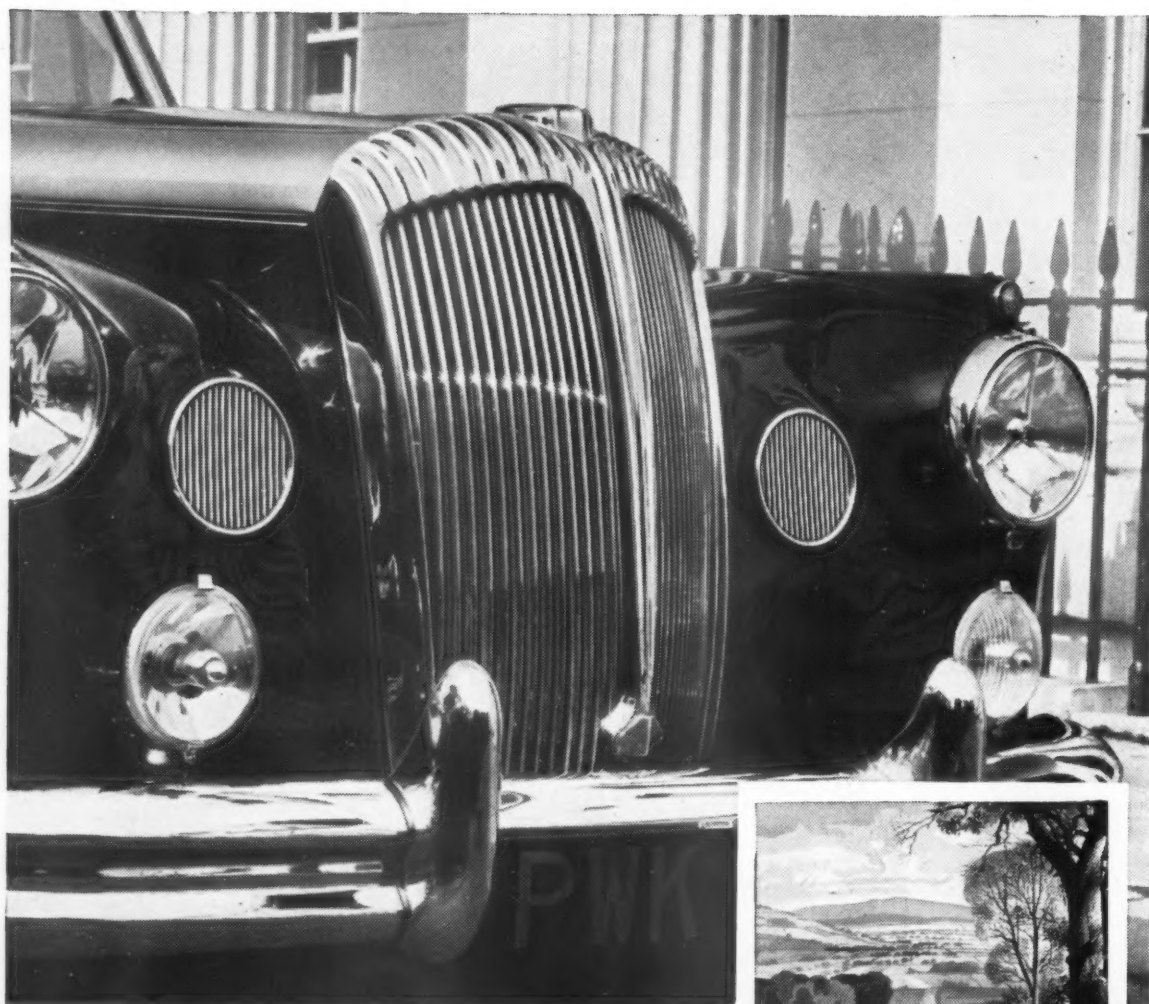
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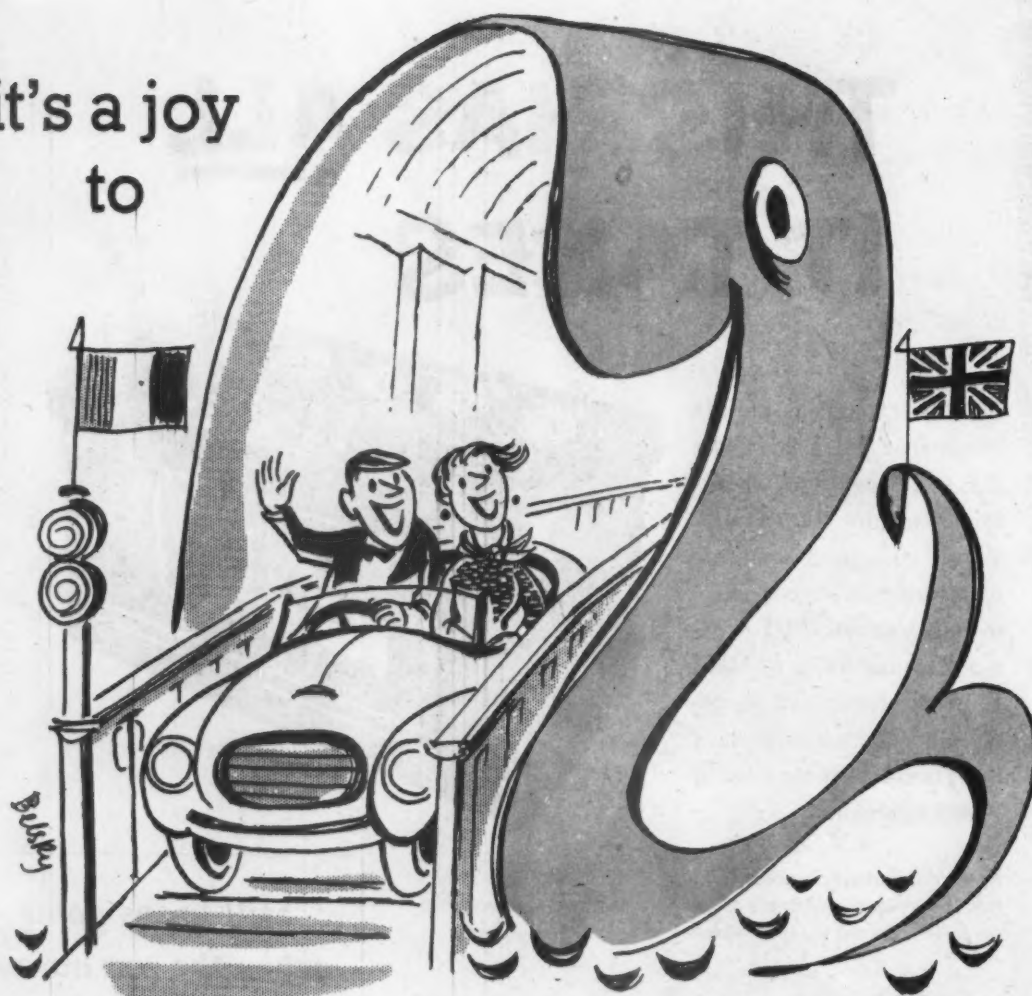
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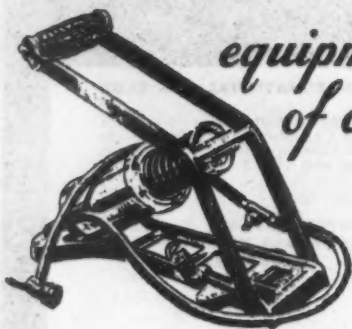
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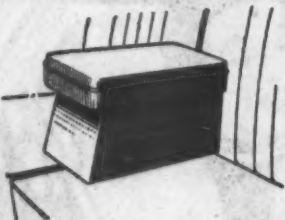


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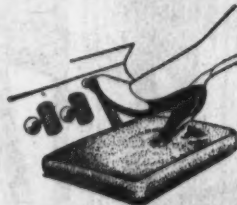
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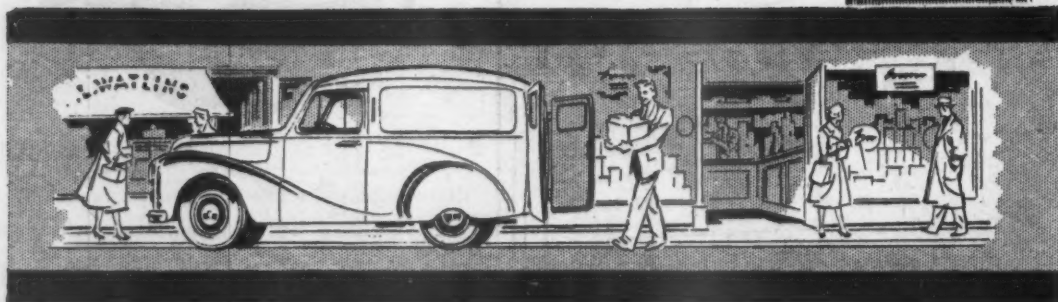
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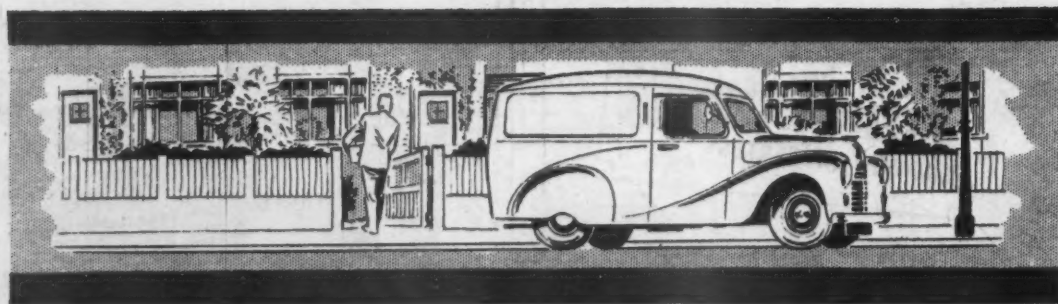
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FOUNDED 1895

No. 3142

Friday, 2 March 1956

Vol. 104

Vehicle Testing

ROADWORTHINESS testing is far from being a new item on the motorist's agenda. The subject was again spotlighted last month when the Minister of Transport reversed the view of his immediate predecessor and is now seeking to introduce new legislation. The Traffic Bill in which the new clause is incorporated has passed through the Committee stage. Its final provisions have yet to be announced, but it looks as if vehicles of ten years of age and over, if not all vehicles, may be subjected to tests of their roadworthiness.

The condition and maintenance of some vehicles—not necessarily very old ones and almost certainly including a higher percentage of vans and goods vehicles than of private cars—does leave something to be desired. Their owners or operators should, we agree, be persuaded without delay to take a more responsible attitude towards road safety and to put their vehicles in good running order. The police already have powers in this connection; no new legislation would be necessary for an extension of the spot check system to be tried out next week.

We must add, however, that the difference that testing of vehicles might make to road casualty figures would, in our opinion, be very small indeed. If legislation is accepted which makes the testing of all vehicles or old vehicles compulsory, we do not as yet see how the provisions could be carried out satisfactorily.

Many readers have already written, giving us the benefit of opinions from several points of view. Some of the main considerations are summarized in this issue and one contributor in particular quotes a number of figures from road accident statistics in this country. Experience and figures for other countries do not agree in every case, and it would be unwise to draw general conclusions about road safety in one area on the basis of experience in another. Obviously the variables are almost unlimited.

Face Saver or Life Saver?

There is something distinctly unsatisfactory about the change of attitude. It appears now in the guise of a face saver, nothing else having been done about roads or road safety at Government level. Shocked by the disastrous road casualty figures, certain of the authorities have been reactivated and while searching about for means to check the increase in accidents without actually facing the real facts, they have hit upon the mechanical condition of vehicles as a minor contributory cause which could be further explored.

If vehicles testing as a national practice is being sponsored on its own merits and if a means can be found of carrying out regular checks without unreasonable interference with drivers, then it is worthwhile. We should regret, however, to see an army of official testers recruited from more productive occupations in industry. If, on the other hand, testing is being regarded as the Government's main effort to reduce road casualties it amounts to little more than stalling and reflects scant credit on anyone. Mechanically perfect vehicles will not make a nineteenth-century road system safe for twentieth-century traffic.

The sweeping measures necessary to make an all-out attack on road casualties would be far from popular with any Government and would demand a rare degree of unselfishness on the part of the public afoot and on wheels. Among these measures would be a railway type of segregation of main road traffic, a definite establishment of rights of way (including control of pedestrians), elimination of parking on all highways and a re-education of drivers, riders and pedestrians about each others' needs and habits.

The national problems of roads and road safety have been kicked around aimlessly by a succession of governments. Each in turn has evaded the issues and excused itself by telling the people what they cannot afford to do. Increasing accident figures make it clear that there are some things which the nation can no longer afford *not* to do.

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AUTOMATION

on the Highways

MOTORISTS riding on one heavily travelled road in the United States are stopped day or night. A robot relieves them of money, thanks them politely if satisfied with the amount and even gives answers to requests for information. But if not enough money is obtained, the driver is glared at redly, startled by a loud clangour and threatened with dire consequences. All this occurs within 15 miles of the centre of New York City and the police do not interfere, but actually cooperate.

This road is one of the high-speed super-highways known as parkways, turnpikes or throughways that are the latest development in state highway improvement. This improvement amounts to a revolution, induced by the bicycle boom in the closing years of the nineteenth century and accelerated since then by the advent and vast production of motor vehicles. These factors have also caused a return to the previously abolished practice of charging tolls for use of the roads.

Many hundred miles of broad, direct, hard-paved toll roads have been built during the last 25 years in about a dozen states in the north-east section of the country. They extend the length or width of the states and link up with one another to provide for through travel; construction was financed in most cases by the sale of bonds to the public. Extension of the system is continuing and within a few years it will be possible to drive a thousand miles on these toll roads from the Atlantic coast to the Mississippi River at designated speeds of 60 or more miles per hour if it is safe under prevailing weather and road conditions.

Fifteen years ago Pennsylvania opened the first modern automobile toll road, which has been extended the 360-mile

length of the state since then; additions under construction or planned will double the mileage. Now, such turnpikes in ten states have an aggregate length of 873 miles built at a cost equal to about £244,640,000. Others proposed are expected to quadruple the mileage.

Last December the State of Maine opened a 63-mile, four-lane section that extends from the New Hampshire border at an Atlantic port to the capital of Maine. It may reach to Canada a few years hence. Tolls for cars on this highway average 1.8 cents per mile (approximately 1½d). Records of the authority show an average of only 2.29 fatalities per 100,000,000 vehicle miles travelled during seven years' use of the 44-mile section first built.

There is so much traffic now that newly developed electronic equipment has been installed at toll booths in two or three states to perform automatically all or much of the work of attendants. The robot mentioned is a device for toll collection. It has been in trial operation since February, 1955, on the new 143-mile Garden State Parkway in New Jersey, the last short section of which was being completed at the end of the year. This ingenious automaton, named Toll-O-Matic, permits motorists to pay the toll charge when no attendant is present, but it makes sure that no driver proceeds undetected without paying or if the amount paid is incorrect.

Mounted beside the toll booth within easy reach of the driver of a car is a large receiver with open shark-like rubber jaws into which coins can be tossed. The charge for use of the parkway to the next toll station is 25 cents, which may be paid in a single quarter-dollar piece or with the equivalent of several smaller coins. A rotating hopper in the device sorts them

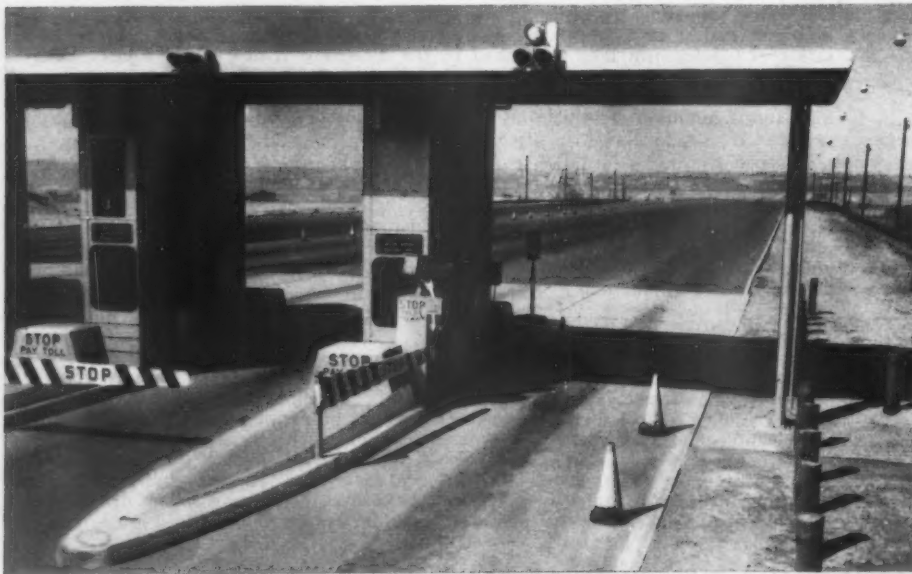
and, if the amount is right, a green signal light shows immediately to authorize the motorist to proceed. But if he passes without paying or deposits too little, red signal lights appear, a warning gong clatters to summon a parkway police patrol, and a camera photographs the licence plate on the rear of the car.

Floodlights are flashed on the car at night to assure a legible picture of the plate numerals by which the car owner can be traced if the driver gets away at the time. The camera uses 16-millimetre film and has a shutter that a photo-electric cell adjusts automatically to admit the right amount of light for good exposures during day and night light conditions.

Road signs placed at intervals over a distance of about half a mile in advance of a toll station inform approaching drivers of the toll charge, direct those who have the right sum to the Toll-O-Matic traffic lane, and warn of penalties for failure to pay the right amount in coins. Amber roadside lights signal to reduce approach speed, and a red stop light shows at the toll receptacle.

Connected to the toll-collecting robot is a rubber pad embedded in the traffic lane pavement so that the wheels of each axle activate a remote recording machine which prints on a tape a complete record of the date, time of day and total number of vehicles that pass the booth, and all cash receipts.

The latest model of the automaton closes the coin receiver jaws until a payment has been checked and the driver signalled to pass on, which normally requires about two seconds. Thus a following driver cannot deposit his toll until the one ahead has been cleared. Coins dropped in by each remain visible through a glass window in the receiver body long enough



Toll booths at an interchange on the new Garden State Parkway where motorists have access from another highway. There are no grade crossings on the toll road and a speed of 60 miles per hour is permitted in clear weather



Photograph taken automatically to obtain the licence number by which the owner can be traced if the driver tries to get away without paying any or the full toll charge

to resolve any question that may be raised regarding the amount. If it is correct, the coins drop into a vault below the sorter and are locked automatically in a safe which cannot be removed until it is unlocked.

New York State has the longest express highway. Opening of the newest section of a three-mile, \$60,000,000 bridge that spans Tappan Zee in the Hudson River valley increased to 424 the mileage of the New York Thruway. It now extends from Yonkers, a few miles from New York City, north to Albany, the state capital, and west to Buffalo at the foot of Lake Erie, near Niagara Falls.

The most intriguing innovation is the ability of the inanimate fellow to talk. He, or it, can repeat every few seconds tape-recorded announcements of traffic conditions on the parkway, or transmit to a supervisor in a remote headquarters questions asked by a motorist without leaving his car. It then gives him the answers in clearly audible speech. Preceding last year's-end holiday season it greeted toll-payers with the cheery "Merry Christmas" salutation.

One thing the robot cannot do is change a 50 cent silver coin or a 1-dollar paper bill into silver quarters. Some motorists who were unaware of the Toll-O-Matic system and failed to follow advance directions have been embarrassed by driving in an automatic collection lane instead of a parallel lane where a booth is attended by a human collector. Automarons are installed at booths in only one of two south-bound and one of two north-bound lanes, so change can be obtained promptly from a live collector in an adjacent booth.

Another unique development is a television system for relieving traffic jams that occur and bring travel to a stop at bridge and tunnel entrances and exits and at points of access to toll roads from other highways. The first public demonstration of this system was made last October at the annual convention of the American Bridge, Tunnel and Turnpike Association held in Atlantic City, New Jersey.

A closed cable circuit connects a central directing headquarters with television cameras that can be set up at locations where delaying jams may be expected. The cameras send pictures of the conditions to a receiving screen at headquarters or to several screens at different points. The supervisor can switch successively to all of several channels to make a survey of conditions. The cameras are

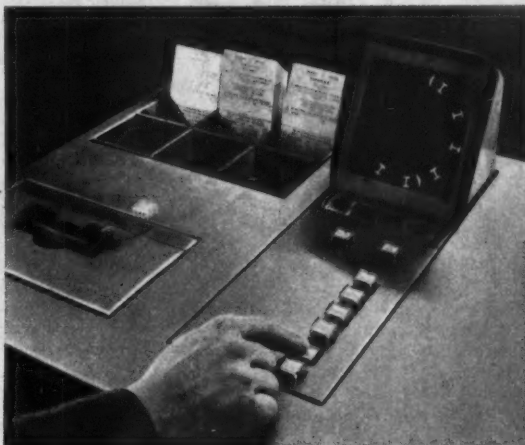
easily movable from point to point and a turn of a dial changes the focal length of the lenses for distant or close views.

The new cross-state Ohio Turnpike was opened for traffic the full length of 241 miles on October 1, 1955. It is used by motor coaches and lorries as well as private automobiles, and toll charges are based on vehicle weight and distance travelled. Therefore nine gross-weight classes were established, the first including all vehicles weighing no more than 7,000 pounds and the heaviest class those from 78,000 to 90,000 pounds with load, which is the maximum allowed. Nor may the weight on wheels of any axle exceed 21,000 pounds.

All toll booths at the fifteen interchanges where there are access roads and the two stations where the turnpike ends at the borders with adjoining states have automatic equipment which relieves the attendants of the requirements that these restrictions and the toll system impose. It also prevents traffic delays and erroneous calculation of toll charges. Operation of this equipment, newly developed by the International Business Machines Corporation and rented to the turnpike commission, is simple and automatic.

Each vehicle entering a station rolls

An attendant in a toll booth on the Ohio Turnpike controls the operation of machines that record classification data toll rate, date and passing time of each vehicle, and which punch trip tickets for drivers to carry



over a scale sunk in the lane and at the same time each axle interrupts light beams directed at photo-electric cells. The number of axles thus counted and the weight on each are transmitted to a machine in the booth, and when a certain key on a control board is pressed it adds the weights together, punches holes in a trip ticket at printed figures to show the date and time of vehicle entry, its weight classification, toll rate, collector's number and other data used later for accounting purposes.

If individual axle weight and gross weight of vehicle and load are within the established limits, the card is handed to the driver, who may go on his way after not having actually stopped. He surrenders the card to an exit attendant at an interchange where his run on the turnpike ends. Equipment there scans the card and compares the station and time of entry, the axle number and the weight as punched by the entrance recorder, with corresponding figures recorded for the vehicle at the exit. If they agree, the driver pays the toll for the distance travelled, is given a receipt upon request, and leaves the turnpike

The toll collector has no record of the distance travelled on the pike if a driver loses his card and he must charge a toll based on the distance from the most remote interchange where the vehicle might have entered. So, upon receiving payment, the collector writes the driver's name, address and licence number of the vehicle on a substitute card and keeps it to forward to the Ohio Turnpike Commission, which will refund any excess payment if the driver finds his ticket later and submits it.

Special tickets are issued to regular or frequent turnpike users, such as commercial vehicle operating companies, that establish charge accounts with the commission, so that drivers need not make a cash toll payment each trip.

This whole system produces records that enable detection of excessive vehicle weight and any fraudulent use of toll tickets; it also collects data of traffic rate and density at the busiest interchanges.

High-speed toll roads comprise only a small fraction of the aggregate state highway systems, however, and traffic is dense on these. Annoying delays occur often at cross roads, even where red and green lights show alternately. The General Electric Company has developed a system for reducing the length of such delays.

An electronic controller counts vehicles approaching a main highway on a cross road and automatically shows red signal lights to halt traffic on the main road just long enough for those on the secondary road to cross as signalled by green lights. [A similar system is used over here.—Ed.]

Automation has invaded cities, too. Street lights in New York are switched off and on automatically as daylight comes and goes by photo-electric cells mounted on the lamp-posts. The cells convert light into electric current which operates the switches. But the cells are large and fragile like lamp bulbs and breakages occur occasionally among those on the 3,400 lamp-posts, so the system requires constant maintenance by a private corporation's crews.

Now, transistors no larger than maize seeds are being substituted for the cells. They are not enclosed in glass and are expected to give service for many years, greatly reducing the cost of replacement. They function like the cells, being actuated by the strength of light, either natural or artificial, that falls upon them.

H. WILKIN PERRY.

Disconnected Jottings

BY THE SCRIBE

Barry Appleby drawings

Ever-diminishing Returns

SOME airlines now operate a scheme which enables a passenger to book a car and take it over on arrival at the airport of his destination. For example, payment of some £18 in London will secure a Simca at Nice for seven days, which is not perhaps an excessive sum to pay if you cannot afford the time to drive to the South of France, but need a car while there.

Presumably this arrangement has been approved by the Treasury or the Bank of England, or whoever deals with such things, but even so, it seems that there may be a snag when you apply for the special car allowance to



Take it over on arrival

pay for the running expenses. You will be asked to state the cost of renting the car, and this sum will then be deducted from the £35 basic allowance for vehicles.

At this rate, the man who hires a Quatre Chevaux for a weekend may, on a petrol basis, be able to drive some 4,000 miles on the balance of his allowance. On the other hand, the man who arranges to have a Frégate for two weeks can do little more than admire it in the airport car park—unless, of course, he taps his living allowance to pay for the petrol and oil.

Canopies

FROM one of the oil companies comes a defence of petrol pumps in the open as opposed to under a canopy, called forth by a recent caption in which the absence of a canopy was criticized.

A canopy, it points out, tends to militate against the clear and obvious sight of the pumps which a motorist needs, breaks up the line of a building and causes the pumps to merge with the building instead of standing out clear to the road user. Moreover, island sites for one or two pumps, instead of a long row, makes shelters impracticable. Again, surveys show that not many motorists get out of their cars in wet weather (but what about the attendant?), that the

stanchions take up forecourt space and that canopies cause a tunnel effect up which the wind seethes.

Some of the taller vehicles might be endangered, or vice versa, and shop windows or accessories are less easily seen. Finally, it says, loss of trade is not suffered by stations from which canopies have been removed.

I wish I could say that I accept all this, because I am quite fond of the oil company concerned. But in fact I can hardly swallow any of it. Several of the objections ought not to exist in these days of good functional architecture, and the rest assume an old-fashioned pent-roof type of structure like the roof of a railway platform instead of the entrance to a modern hotel.

Come, come; it is obvious that it is better for all concerned to fill up in shelter, although I am relieved to learn that not enough rain to matter can enter a filler orifice in an uncanopied station. Not in, say, 100,000 miles of life? Begging the company's pardon, I'll still go for the canopied station in the wet—if for no other reason than I regard it as downright rude for a man to sit and be served in a car. In transactions to mutual advantage, I like to meet the vendor halfway—and that includes his walk back from the office with my change.

V.W.

NO, not that car for a change, but Virginia Water. How can the speed limit on A30 past the Wheatsheaf hotel be justified by anyone with the slightest knowledge of human nature? I have lived long enough to know that human nature is fallible, and that it finds temptation hard to resist. At this point it needs help not compulsion. At Virginia Water motor-ing human nature finds temptation completely irresistible.

The reason is this. The Wheatsheaf lies at the roadside in the apex of a gradient V, traffic coming down one side and up the other on a straight road with first-class visibility. By no stretch of the imagination can the road be called built up, and although there is a road feeding in opposite the Wheatsheaf the presence of junctions has not been regarded as a good reason for a speed limit. No doubt, in fact, the lights and limit were installed because of the foot traffic from the minor road crossing over to the lake, which lies behind the hotel.

However, the psychology is wrong. The westbound motorist has slogged through miles of speed limit from London and through Staines (which believes in hanging on to its limits as far as possible). He is then let loose

for a few yards, sees the long straight ahead of him and a nice down-grade to go with it, but is expected to slow to 30 m.p.h. right down at the bottom of the slope, although the derestriction signs are in sight up the succeeding hill. Of course, he doesn't, and the spectacle of a Berkshire police car shuttling to and fro stopping motorists for exceeding the limit, which goes on day after day at this spot, is not calculated to add to human dignity.

The correct thing to do here is to erect a dangerous junction warning, plus a special sign warning of the presence of large numbers of pedestrians at certain times, and then leave it to the good sense of drivers. What authorities will not seem to realize is that if a plan does not work it should be discarded and another substituted. But as that is common sense their lack of comprehension is not surprising. *Les Anglais ne sont pas les Français.*

Hydrocarbons

IT is now generally recognized that the hydrocarbons resulting from fuel burning in internal combustion engines are a menace in several ways. Los Angeles, which suffers from smog of a peculiarly troublesome kind, has analysed automobile exhaust gases and publishes some interesting figures. The hydrocarbon content of the gases, based on the weight of the fuel supplied, may vary between 1 and 28 per cent during idling, 1 and 5 per cent at part throttle and 1 and 63 per cent during deceleration.

Emissions to the atmosphere were as follows: 17 per cent during idling, 7 per cent during acceleration, 13 per cent during cruising and 63 per cent



Peculiarly troublesome

during deceleration. American thought on this subject is turning towards fuel cut-down devices during deceleration, which would have the subsidiary effect of promoting economy. After all, we don't really need power laid on when we are slowing down. Rover proved that over many years by fitting free-wheels.



With identical seating capacity for all three models, individuality is conferred by the use of distinctive front and rear treatment. The Consul is in the centre, the Zodiac on the left and the Zephyr on the right. A low, wide appearance has been achieved by simple treatment without the use of excessive adornment. White wall tyres are standard on the Zodiac but optional extras on the two other models. The rims of the head lamps at the front and the cluster lights at the rear are clearly visible from the driver's seat, which assists manoeuvrability in confined spaces

THREE NEW FORDS FROM DAGENHAM

Details of the Latest Consul, Zephyr and Zodiac:
Increases in Accommodation and Engine Size

WITH the present high level of tooling costs for mass production, the big car manufacturers cannot afford to change designs frequently. When the need for change must eventually be faced, the modifications offered must be such that they will meet future requirements for some four years. The three new models announced by Ford of Dagenham offer improvements in all respects over the models which they replace, and in each case little other than the familiar name of Consul, Zephyr or Zodiac is retained. The new cars provide a consider-

(Below) A wide variety of dual colour schemes for paintwork and upholstery is available in the Zodiac, which is the most expensive in the range. The specification of the Zodiac includes a combined heater and demister with fresh air ventilation, a feature which is an optional extra on the other models. (Right) Hooded head lamp treatment is used on all models, identical with the Consul shown here. Flashing indicators are incorporated in the side lights, but at the rear separate amber flashes are used. Bumper override are an optional extra for the Consul

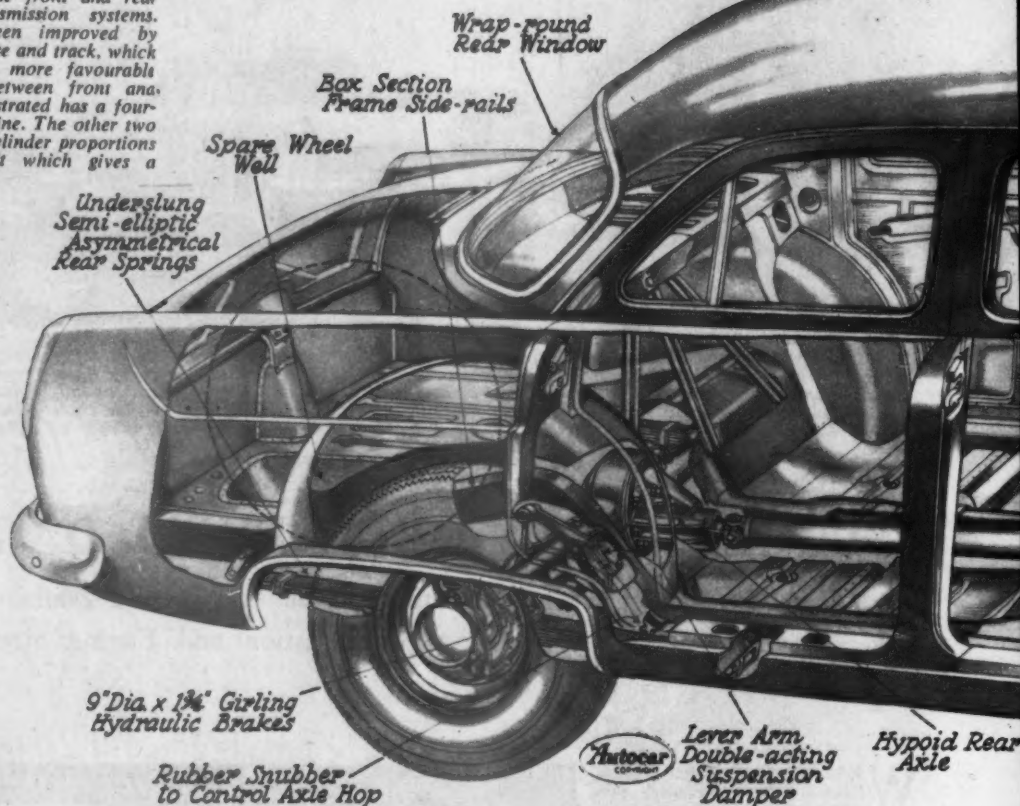


able increase in capacity and comfort, being full six seaters, with plenty of leg and head room in front and rear compartments. Handling has been improved by better weight distribution, attributable to increases in wheelbase and track; these have not reduced manoeuvrability as the turning circles are less.

Braking efficiency has been increased by the use of much wider front shoes in conjunction with the existing drum diameter. Changes in engine proportions should result in higher performance and economy, particularly as the overall weight of



The body centre section of each model is identical, as are the front and rear suspension and transmission systems. Road-holding has been improved by increasing the wheelbase and track, which has also permitted a more favourable weight distribution between front and rear. The Consul illustrated has a four-cylinder, 1,703 c.c. engine. The other two models use the same cylinder proportions in a six-cylinder unit which gives a capacity of 2,553 c.c.



THREE NEW FORDS *continued*

each model has gone up by only some 80 lb. despite the increase in both passenger and luggage accommodation. Detailed improvements in suspension and body structure will ensure reductions in road noise and vibration.

By the use of clean and simple lines, the cars achieve distinction and individuality without the use of excessive chromium and non-functional adornment. Front and rear end treatments of each model are distinctive, and the Zodiac is no longer a

basic Zephyr with additional trappings. Each model has been styled to give a low, wide look by clever yet simple horizontal treatment.

The centre or greenhouse section of the body is identical on all three models, and thus the designers have sensibly recognised that if six people are to be accommodated in comfort, the same cubic capacity of seating is required. A semi-wrap-round screen is used; it may be asked why not a fully wrapped round type, as seen on American and Italian models?

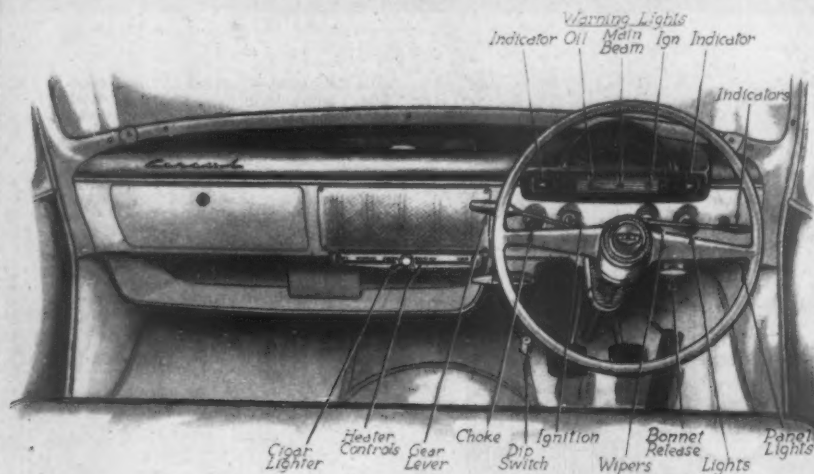
With American proportions, this can be achieved without sacrificing ease of entry due to restricted door width, but not with the British size of motor car. On their individually-built bodies, the Italians are prepared to sacrifice a lot of creature comfort to achieve distinctive style. Fords seem to have retained both, in conjunction with good visibility.

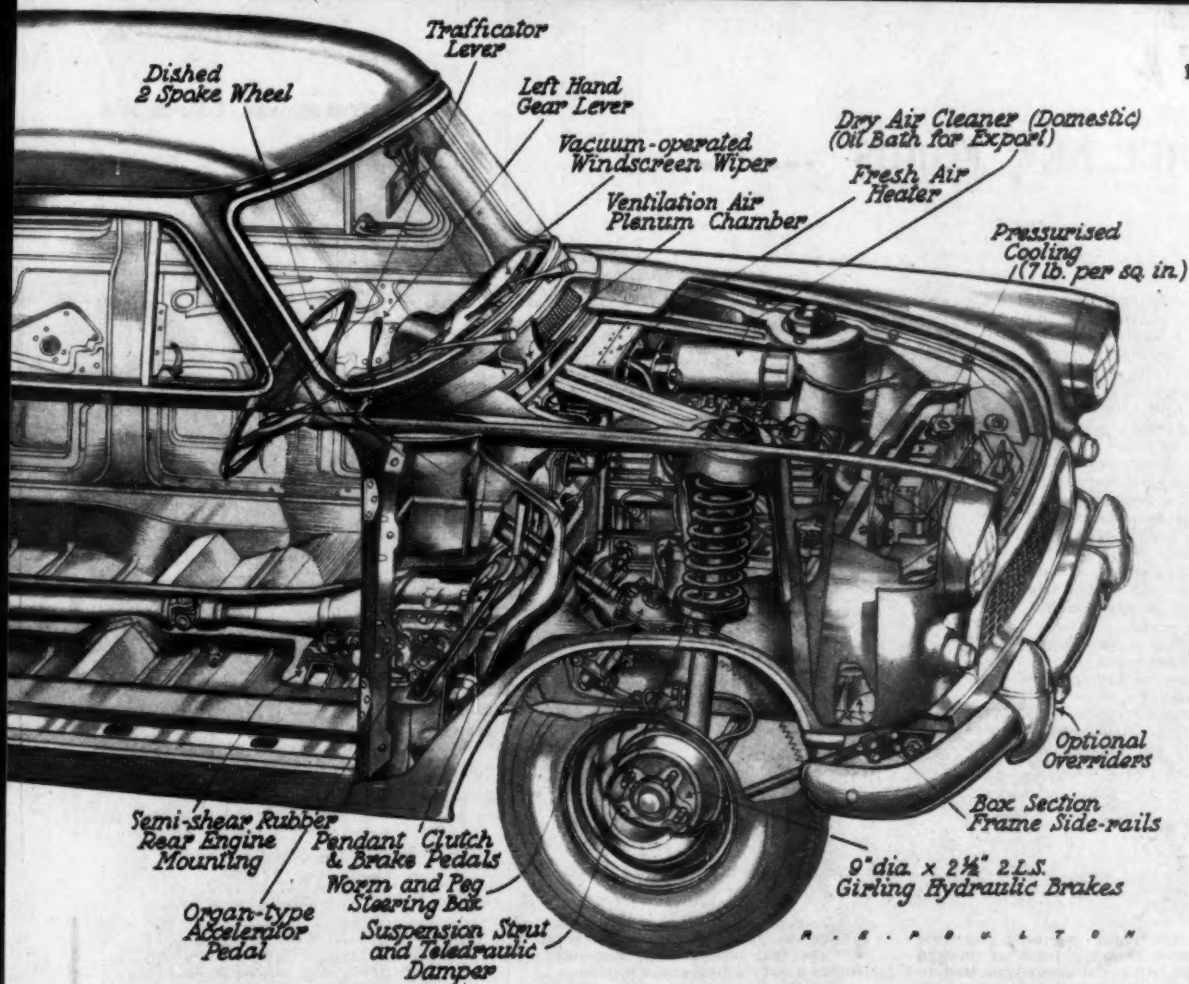
In broad figures the new models are 3 inches wider, 6 inches longer and $\frac{1}{2}$ inch lower than their predecessors, but it must not be inferred that the seating capacity has been altered by the mere ratio of these bare dimensions. In fact much more effective use has been made of the space within this framework. In the front compartment the relative positioning of pedals and seat has been improved, and at the rear the general floor level has been dropped below the body sills. In this way an unusual amount of head room has been provided for the size of the vehicles, and it is easy for the tallest of passengers to enter and sit without the removal of head gear; the interior trim and fittings vary with each model.

Dished, two-spoked steering wheels are used and are fitted with a complete horn ring, while the change for the three-speed gear box is mounted on the column. Clutch and brake pedals are of the pendant type and have been stiffened considerably; at the same time pedal travel has been increased to reduce operating loads (now 23 lbs. on all models). A long organ-type pedal is provided for throttle operation.

To achieve the increased passenger

Instruments and controls are grouped around the steering column. A pistol-grip type hand brake lever, placed below the fascia, is operated by the left hand. A lockable compartment is provided on the left-hand side of the fascia, with a parcels shelf beneath it. Pendant pedals are used for clutch and brake operation and an organ type pedal, with rod linkage, for the throttle





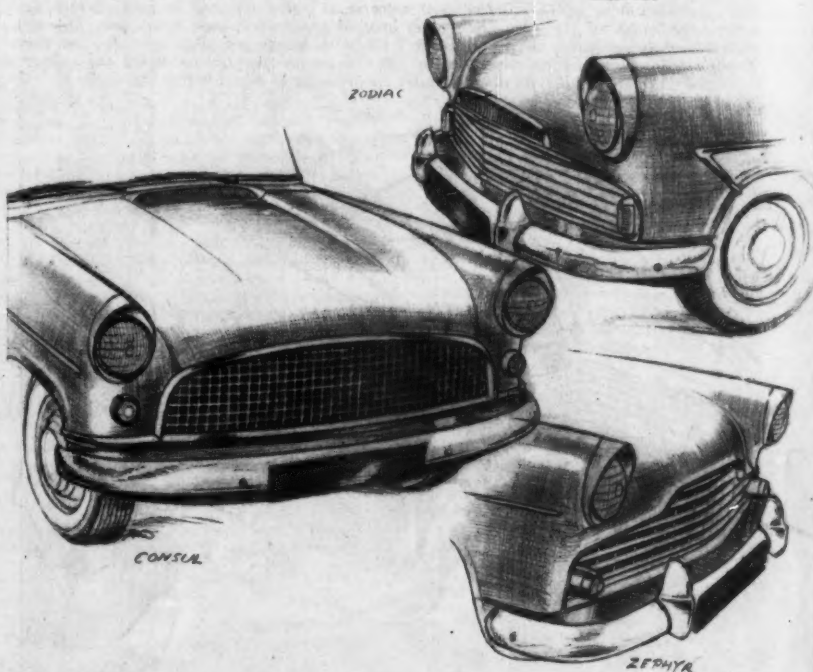
capacity and improved road-holding the track has been increased by 3 inches, now being 4 feet 5 inches at the front and 4 feet 4 inches at the rear for all models. The wheelbase of the Consul has been increased by 4 1/2 inches to 8 feet 8 1/2 inches, and of the Zephyr and Zodiac by 3 inches, now becoming 8 feet 11 inches. The dimension from the centre line of the rear axle to the rear face of the engine flywheel is identical on all models, so that the differences in wheelbase are embodied in the section forward of this point. These increases in basic sizes have had a considerable effect on weight distribution, and should give much improved handling and road-holding.

For the Consul the weight distribution, dry, is 53 per cent. front and 47 per cent. rear, while with four passengers, each weighing 150 lbs., the weight distribution becomes 49.3 per cent. front and 50.7 per cent. rear. Similarly, the figures for the Zephyr and Zodiac are 55 per cent. and 45 per cent. unladen, and 51.1 per cent. and 48.9 per cent. laden. These figures indicate a considerable improvement over the previous models. In the case of the earlier Zephyr the weight distribution was 60 per cent. front and 40 per cent. rear in the unladen state.

The bodies are of integral construction, and it is interesting to note that they have been designed for production by automation.

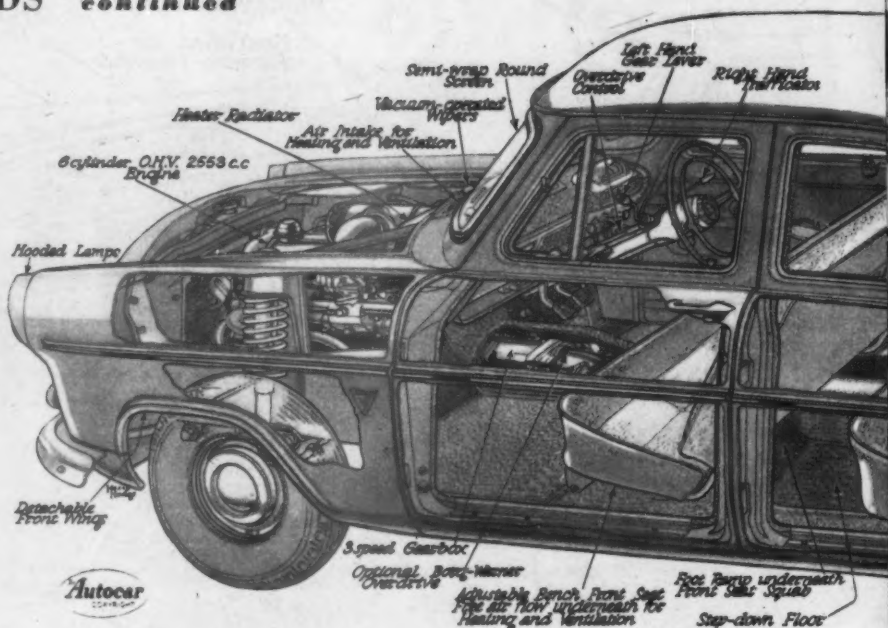
Torsional and beam stiffness have been increased by approximately 12 1/2 per cent. The three main structural sections are the rear seat pan structure, the dash section and the for-

Individual frontal treatment is provided for each model. The Consul uses a simple mesh grille with a chrome surround; The Zephyr has horizontal slats which extend beyond the line of the head lamps. The Zodiac uses horizontal treatment with a concave vertical motif on the upper central portion of the grille. The bonnet of each is fluted into the shallow ventilation slot on the leading edge of the scuttle



THREE NEW FORDS *continued*

This drawing of the Zephyr illustrates the methods used to achieve good seating capacity and comfort. At the rear the floor level is dropped and a foot ramp is provided beneath the rear squab of the tubular-framed front seat. This provides good head room and also permits a free flow of ventilation and heating to the rear compartment. There is a spacious parcels shelf between the rear seat and the wrapped-round, sloping rear window. Swivelling ventilation panels are used in the windows of each forward-hinged door. A Borg-Warner overdrive with kick-down engagement is an optional fitting on each model.



ward bulkhead member at the radiator. This bulkhead is merged into the wing valances and tied to the dash with a semi-diagonal member at each side at the upper anchorage point of the front suspension unit. Beam stiffness is obtained from the sills (or rocker panels) down each side. Inboard of these are two side rails running fore and aft, which meet at a common junction point

under the front seats where the ramp for the feet of the rear passengers forms a substantial cross member.

The tubular framed seats, without valances, permit the rear passengers' feet to be tucked underneath to give more room, and also allow a free flow of air to the rear compartment from the ventilating system. Many heating systems cook the front passengers, while those at the rear

freeze; not so with the Fords, as there is a free flow of air throughout the car from the optional 3½ kw. heating system.

Ventilating air enters through an unobtrusive grille at the front edge of the scuttle. It is quite shallow and styled into the bonnet with diminishing flutes towards the forward edge. From the duct, air is fed into a plenum chamber the same width as the scuttle. Any water which may enter is drained through a rubber flap valve.

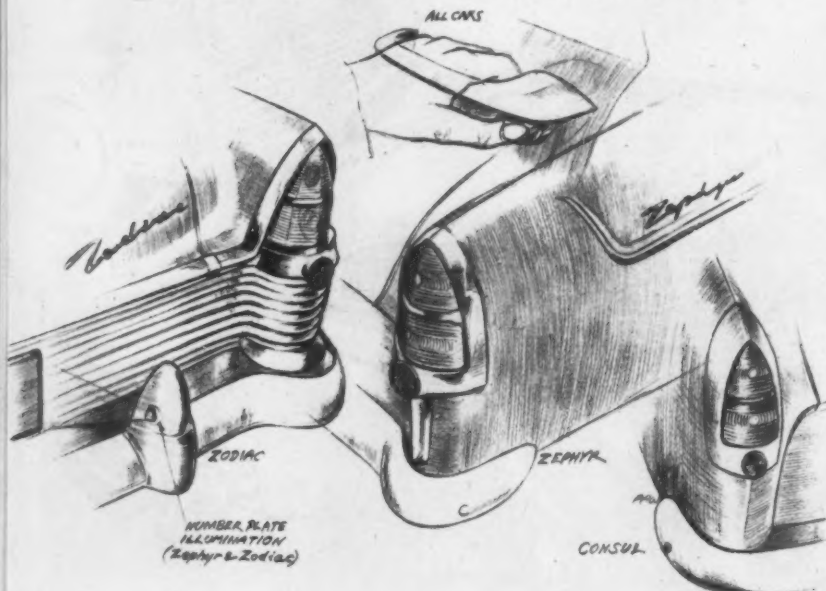
In parallel with increased passenger capacity, the luggage compartment is also greater. It has a capacity of 20 cubic feet, and although it houses the spare wheel in a floor well on the right-hand side, the proportions allow ample baggage space for four people. An 11-gallon fuel tank is mounted under the floor of the luggage compartment, and is provided with a central filler reached by hingeing forward the spring-loaded rear number plate. In this position the filler spout does not encroach on the usable luggage space.

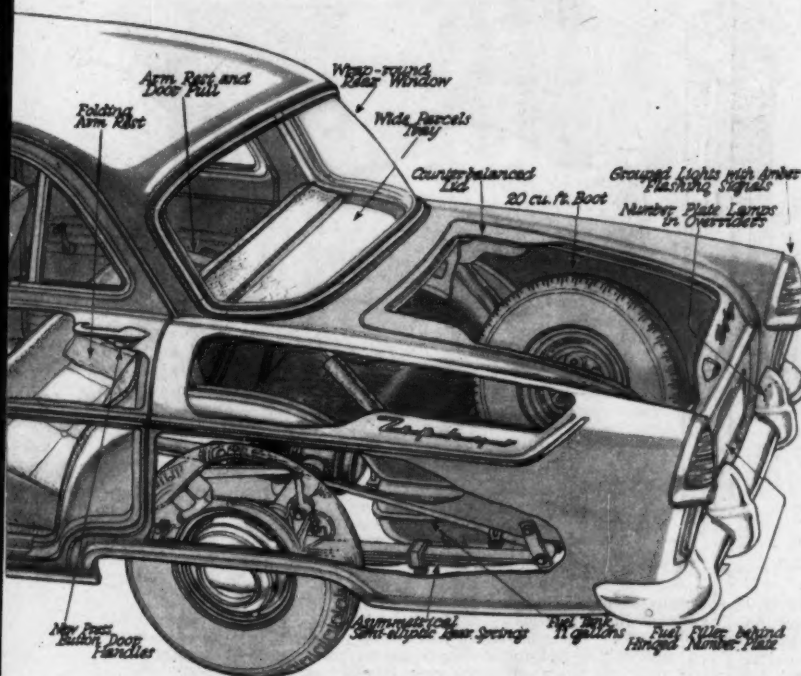
If ready access is to be provided for a large boot, the lid must be of substantial size. For ease of operation the Ford lids are spring-assisted, and opened by releasing a central button.

The bonnet is hinged at the scuttle and is spring-loaded so that no fixing stay is required. It is released from a primary catch by a T-handled control below the fascia inside the car. Full opening is obtained from the secondary safety latch reached by hand above the front grille. Access to the top of the engine and electrical installations is adequate for routine servicing.

The major change in the new engines is the increase of the bore and stroke by ¼ inch, which gives capacities of 1,703 c.c. for the four-cylinder and 2,553 c.c. for the six-cylinder. This 12.5 per cent. increase

The rear treatment of the Zodiac is a washboard panel finished in gold, stretching across the width of the car. The bezels around the rear cluster lights are chrome-plated and have gothic arch treatment. Chrome bezels are also provided on the Zephyr rear cluster lights, but those of the Consul are painted to match the colour of the car. Pull-type door handles incorporate a press button beneath





in capacity has made possible an equivalent reduction of engine speed and at the same time allowed a slight increase in performance, with a compression ratio increased to 7.8 to 1 on all models. A lower optional ratio of 6.9 to 1 is available to permit running on lower grade fuels.

The Consul develops a peak power of 59 b.h.p. at 4,200 r.p.m., and the Zephyr and Zodiac have outputs of 86 b.h.p. at 4,200 r.p.m. One of the main objects in this adjustment of engine proportions has been to obtain a more favourable fuel consumption, the cruising speeds of the cars having now been arranged to occur on the most economical parts of their fuel consumption curves.

Main and big end bearing diameters have been increased, proportional to the increase of piston area. A fully-floating gudgeon pin, retained by circlips in the piston bosses is another innovation. Each aluminium alloy piston incorporates a cast-in steel strut to control expansion and maintain the same clearances under hot or cold running.

The new cast-iron crankshaft has hollow flying webs between the cylinders where a main bearing is not provided. Over-square engines demand fairly wide spacing of cylinders. The modern thin wall bearing, with its high load capacity, has a considerably larger diameter than length. The combination of these two features means that the flying webs of the crankshaft are rather long and tend to become heavy if sufficient metal is used to obtain stiffness.

By using a cast-iron crankshaft, the flying webs can be made very substantial in section, yet as a result of hollowing out the metal in their centres, light in weight also. A similar design is used for the German Ford Taunus crankshaft. In addition to the stiff, light construc-

tion achieved, a very important advantage is that internal as well as external hard skins, unbroken by machining, are retained. The benefit of this has been proved by laboratory research carried out by M.I.R.A. The crank pins are also lightened by means of an offset diagonal hole. In consequence the mass of their counterbalance weights can be reduced.

A damper is again used on the short-centre timing chain. This is similar to the one introduced on the later production runs of the superseded models. It is of spring-blade type, to which is moulded a hard rubber block which maintains tension on the links of the slack side of the chain. Tension is provided from a spring-loaded plunger, acting on the heel of the blade.

The in-line valves are placed at an angle of 14 deg. to the vertical, and operate in conjunction with a wedge-type combustion chamber in which the squish is directed towards the sparking plugs. The valves operate direct in the cylinder head without the use of guides. This, it is claimed,

gives better cooling by providing a more direct heat path.

The valve stem bearing area is large and this should keep wear to a minimum. Should excessive wear eventually take place, a range of valves with oversize stems is available, so that it is necessary only to ream through the existing guide holes and re-cut the seats.

The induction manifolds are new, with a modified hot-spot arrangement which has a greater mass of metal in this region. Siamesed inlet ports require a two-branch induction manifold on the four-cylinder engine and a three-branch manifold on the six-cylinder engine. Exhaust ports are separate, and connect into the steel tube manifold which is fixed to the head with saddle and clamp joints. The carburettors are of the downdraught pattern, the four-cylinder having a Zenith 34 WIA type and the six-cylinder a 36 WIA of the same make.

Pressure lubrication, in conjunction with a full-flow type oil filter, is arranged to crankshaft and camshaft bearings. Gudgeon pin lubrication is by splash, and squirt holes are drilled in the connecting rods to provide lubrication of the cylinder walls.

Considerable development work has been undertaken on the cooling system which operates at 7 lb. per sq. inch, maintained by the pressure filler cap of the radiator. With an eye on overseas markets, the problem of boiling in mountainous conditions has received particular attention and at 20 m.p.h. with wide open throttle it requires 120 deg. F. (49 deg. C.) temperature rise above ambient before boiling takes place.

Attention has been focussed on light pedal loads, and the clutch has been re-designed with this in view. It is of single dry plate design with a woven lining; that for the four-cylinder is 8 inches in diameter and for the six-cylinder 8½ inches in diameter.

Fords design and manufacture their own clutches, and the new one incorporates knife-edge operation of the withdrawal fingers to reduce friction. Deep-drawn pressed covers are used to combat deflection. The clutch plates incorporate springs for torsion damping, and there are also hysteretic damping washers to damp out the natural frequency of these springs. A ball-type release bearing is used, and this is grease packed for life to obviate servicing.

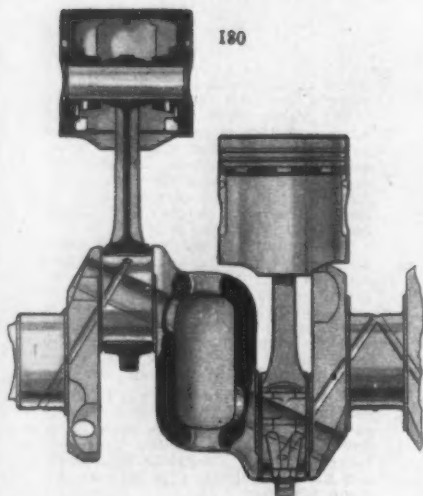
Hydraulic release in conjunction with a dash-mounted pendant pedal is used, and the brake pedal is of a similar pattern. To maintain low operating loads on the six-cylinder cars, which have heavier springs for greater torque, an over-centre helper spring is incorporated in the pedal linkage.

Detailed design modifications only

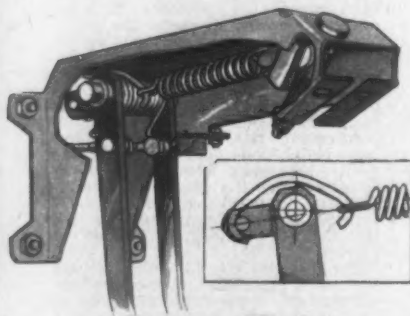
The outline of the seating accommodation can be appreciated from this scale diagram. The passengers shown are 5ft 10½in in height and weigh 12 stones, a standard which has been fixed after much market research. The difference in length of the six-cylinder models is embodied forward of the pedals and scuttle structure.



180



A cast-iron crankshaft with hollow flying webs permits a stiff yet light construction. The crank pins also are hollowed out to reduce the weight of counterbalance. Gudgeon pins are now fully floating and retained by circlips in the piston bosses



An over-centre spring assists the clutch pedal operation

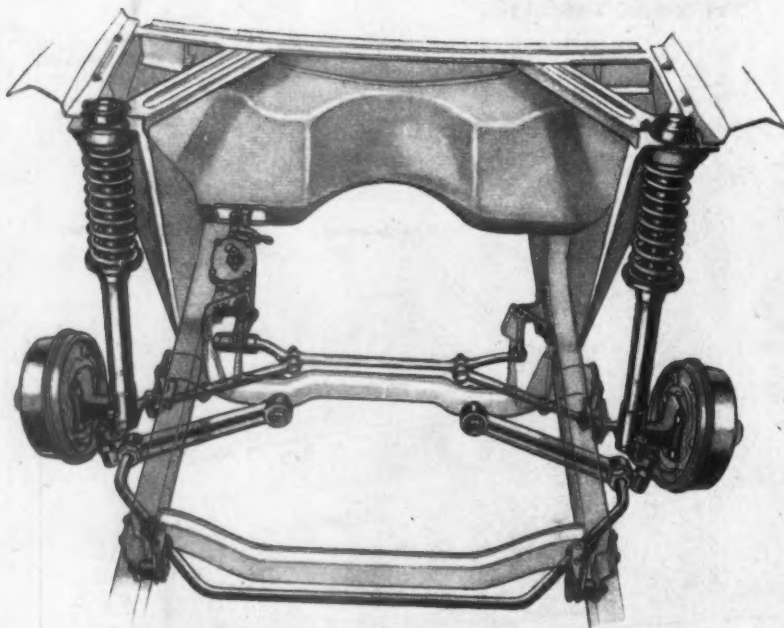
have been made to the three-speed gear boxes, which have synchromesh on the two upper ratios. To accommodate the greater engine torque, output and input shaft sizes have been increased.

Borg-Warner overdrive is optional on all models. On the Consul it necessitates a lower axle ratio, but development experience has proved this unnecessary on the Zephyr and Zodiac due to the deliberate tailing off at the top range of the power curves.

A plunging joint to take changes in length due to wheel movement is retained for the gear box extension shaft and propeller shaft front end; it is now provided with a metal shroud to protect the oil seals from dirt.

The propeller shaft is fixed to the rear axle pinion shaft by U-bolts instead of the normal companion flanges. This is to reduce run-out and resultant vibrations as it elimin-

The spring-loaded bonnet provides access to the top of the engine compartment. Domestic models use a wetted gauze type of air cleaner, but an oil bath type is available for export. The battery is mounted on the right-hand side, remote from exhaust heat



The same basic front suspension as on earlier models is used but detailed modifications have been made to increase rigidity and improve life. The top abutment mounting is rigidly braced into the scuttle structure. A forward facing anti-roll bar also forms the front arm of the bottom wishbone layout. This system permits a higher roll centre than the more orthodox double wishbone arrangements

inates the two spigots of the previous design.

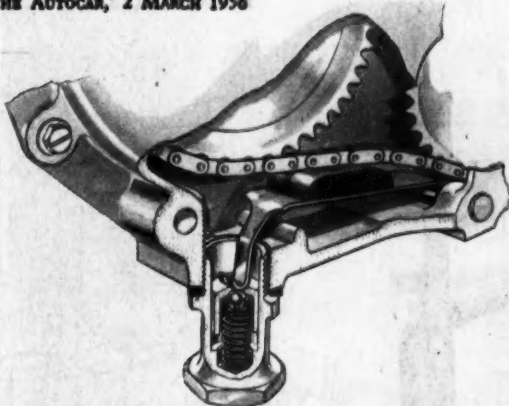
The rear axle is a completely new design, with a larger size differential, and increased diameter of axle shafts and input pinion shafts for the greater torque. Wide angle, taper roller bearings are used for the hypoid bevel pinion, and the capacity of the differential bearings has been increased by the addition of another roller in the cage assembly.

Support of the crown wheel has been improved by arranging for the attachment flange of the differential cage to be placed behind the gear teeth; previously the teeth were overhung from the attachment flange. The axle casing has been stiffened by providing a larger radius where the tubular outer sections merge into

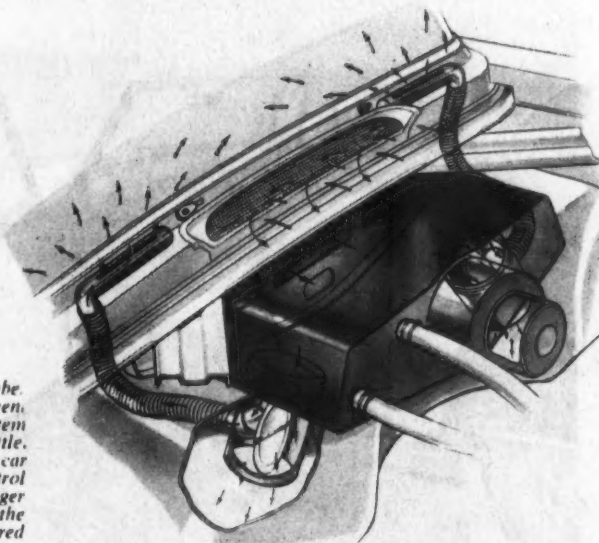
the central banjo section housing the nose piece assembly. The wheels are mounted on single, plain ball bearings and these are of 5mm. greater diameter than previously.

The half-elliptic rear springs, from which the axle is insulated by rubber pads, have been increased in effective length and width. This has slightly lowered the periodicity, and a similar softening of the suspension has been undertaken at the front. Towards the front anchorage of each rear spring a rubber snubber is fixed to the frame side channels. At high spring deflections the snubbers vary the spring rate, and are also arranged to control axle hop which might result from spring wind-up due to torsional reaction at low torque. Rubber bushes are used in





(Above) A spring-loaded chain tensioner with a hard rubber block is fitted on the slack side of the timing chain to prevent thrash. (Right) Air entry for the internal ventilation system is provided by a wide, shallow duct at the front of the scuttle. It connects to a plenum chamber and can either enter the car direct or through a heater unit if required. Two flap control valves permit distribution of the air either to the passenger compartment or to the screen for defrosting. Although the heater unit is provided with a booster fan it is not required at speeds above 40 m.p.h.



the front and rear spring eyes, and the main leaf is shot-peened for long life.

Braking efficiency has received considerable attention. Girling hydraulic brakes, with two-leading shoes at the front and leading and trailing at the rear, operate in 9 inch diameter drums as hitherto. The same width (1½ inch) is retained at the rear, but the width of the front shoes has been increased to 2½ inches, which has enlarged the swept area of the brake drums by 21.5 per cent. With this emphasis on braking, rigorous standards were set during the development stage for carrying out fade tests, which consisted of 20 stops from 100 k.p.h. (62.5 m.p.h.) at

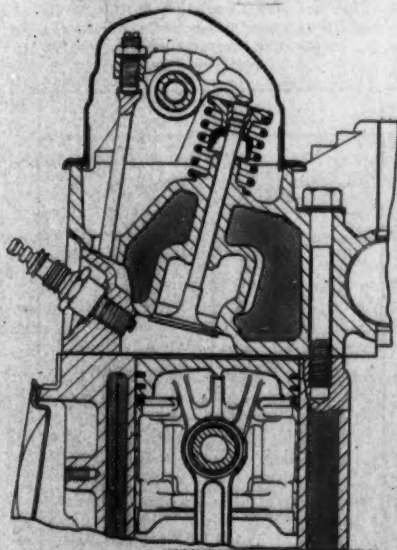
1½ g decelerations, accomplished in about 10 minutes. These rather rigorous tests resulted in a loss of pedal travel of only 50 per cent. of the total of 6 inches provided.

An interesting construction is used for the bi-metal drums. The cast iron rim is moulded to a pressed steel plate by which the drum is attached to the hub. The outer rim of the attachment plate is flanged over, and this is slotted to provide a good key to the cast-on rim.

The standard tyre size for the Consul is 5.90 x 13 inches, but there is sufficient wheel clearance for the fitting of 6.40 inches oversize tyres if required. Similarly, for the Zephyr

and Zodiac 6.40 x 13 inches is the standard size, but 6.70 inches can be fitted.

The basic layout of the front suspension, developed from the original McPherson system, is retained, but important modifications to improve rigidity and life have been incorporated. Basically the layout consists of a long, hollow king pin which also acts as the cylinder of an hydraulic damper. The upper of the two widely spaced pivot points consists of two opposed taper roller bearings mounted in a rubber bushed housing; the lower one is a single spherical ball joint. The attachment for this has been stiffened by mount-



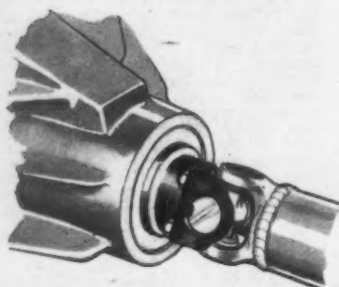
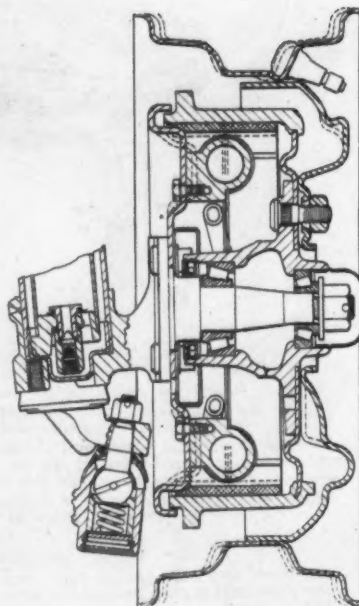
A wedge type combustion chamber with squish directed towards the sparking plug is used. Guides have been discarded and the valves run direct in the cylinder head to obtain improved cooling. A rubber shroud below the valve collar prevents oil escaping from the rocker gear down the valve bores.

The luggage locker lid is spring-loaded, and released by a push button; 20 cu ft of useful space is provided in addition to that occupied by the spare wheel. The centrally-placed petrol filler is reached by hinging forward the spring-loaded number plate, the mounting for which is shown in this picture.





Accommodation is common to all three models, but the style and quality of trim varies. Entry to front and rear seats is good, three abreast being accommodated on each bench seat, the dropped floor providing ample head room. The two-spoked steering wheel is dished for safety. Combined door pulls and arm rests are standard on the Zodiac and Zephyr (illustrated here) but optional on the Consul



The propeller shaft is attached to the final drive bevel pinion by a U-bolt around two of the trunnion bearings. The object is to reduce the run-out by eliminating the two companion flanges previously used

ing it to a forging, bolted to the one-piece member forming the wheel spindle and lower abutment of the telescopic suspension strut.

There are single arms at each side to control the track, and the anti-roll bar is also a structural member of the suspension system as it forms the front leg of the wishbone assembly on each side.

The internal bore of the damper cylinder is Parker-Luberized to prevent pick-up of the working surface. The cast-iron piston is rolled to work-harden it, and a piston ring has been added to prevent excessive leakage. An additive for lubrication purposes is incorporated in the working fluid. A re-designed rubber sealing cap for the top abutment of the suspension strut is incorporated to prevent ingress of water to the bearings—an earlier fault.

In addition to the saloon models, there is a convertible version of the Consul and Zephyr, with a choice of power operated or manually operated hoods on both models. A similar body style for the Zodiac is at present under development but not yet available

The prices are, Consul saloon, basic £520, total £781 7s.; convertible with manually-operated hood, basic £630, total £946 7s.; with power-operated hood, basic £680, total £1,021 7s. Zephyr saloon, basic £580, total £871 7s.; convertible with manually-operated hood, basic £690, total £1,036 7s.; with power-operated hood, basic £740, total £1,111 7s. Zodiac saloon, basic £645, total £968 17s. Heater £14, including purchase tax, standard on Zodiac, optional extra on Consul and Zephyr. Overdrive, optional extra on all models £63 15s., including purchase tax.

The front brakes have been increased to 2½in wide on all models and are of the two-leading shoe design. A two-piece brake drum is used in which the cast iron rim is moulded to the pressed steel plate by which it is attached to the hub. Rigidity of the front suspension has been increased by abandoning the steel pressing formerly used for the attachment of the suspension lower ball joint. It is now mounted directly to a forging attached to the one-piece member forming the wheel spindle and lower abutment of the telescopic suspension strut

MODEL:	Consul	Zephyr	Zodiac
ENGINE:	4-cylinder	6-cylinder	
Bore		3.25in (82.55 mm)	
Stroke		3.125in (79.50 mm)	
Displacement	103.9 cu in (1,703 c.c.)	155.8 cu in (2,553 c.c.)	155.8 cu in (2,553 c.c.)
Comp. Ratio		7.8 standard (6.9 optional)	
Maximum power	59 at 4,200 r.p.m.	86 at 4,200 r.p.m.	86 at 4,200 r.p.m.
Max. B.M.E.P. p.s.i.	134 at 2,300 r.p.m.	132 at 2,000 r.p.m.	
TRANSMISSION:			
Clutch, single dry plate	8.0in dia.		8.5in dia.
Gearbox	3-speed (synchromesh)	second and top)	
Ratios: First	2.84	2.84	
Second	1.642	1.642	
Top	1.000	1.000	
Rear Axle: Hypoid bevels			Hypoid bevels
Ratios	4.11		3.90
BRAKES:			
Hydraulic	9 by 2½in 2L.S. front, 9 by 1½in L. and T. rear		
TYRES:	5.90 by 13in		6.40 by 13in
DIMENSIONS:			
Wheelbase	8ft 8½in		8ft 11in
Track: Front	4ft 5in		4ft 5in
Rear	4ft 4in		4ft 4in
Length overall	14ft 2in	14ft 10½in	15ft ½in
Width overall	5ft 7in		5ft 7in
Height overall	4ft 11½in		4ft 11½in
Turning Circle	35ft		36ft
Kerb Weight	2,450lb (22 cwt)	2,648lb (23½cwt)	2,721lb (24½cwt)



THE ILLUSTRIOUS *Lagonda*

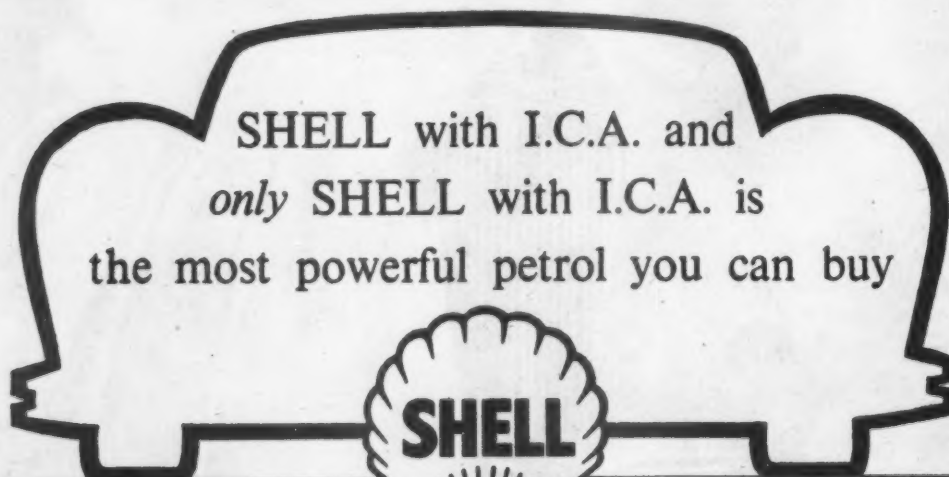
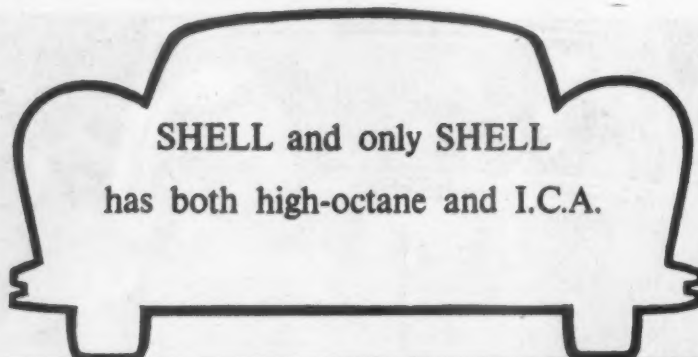
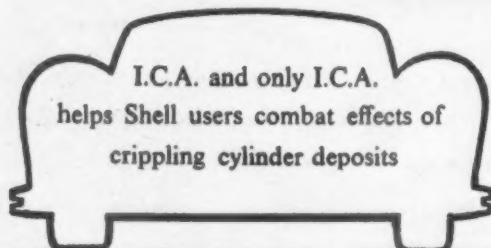
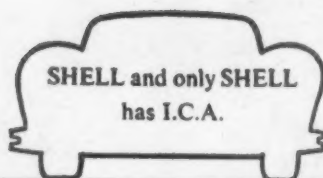
The qualities and standards so long associated with Lagonda have been sustained and nourished over many years. Today, in a world of narrowing scope for personal skills and enthusiasms, the Lagonda commends itself as a rare example of individual endeavour in automobile practice.

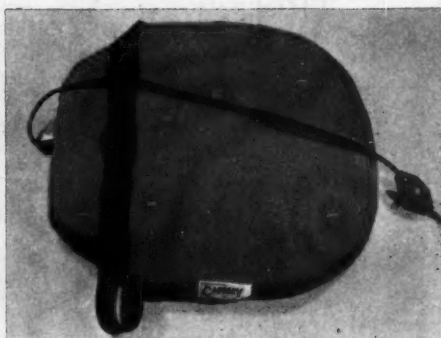
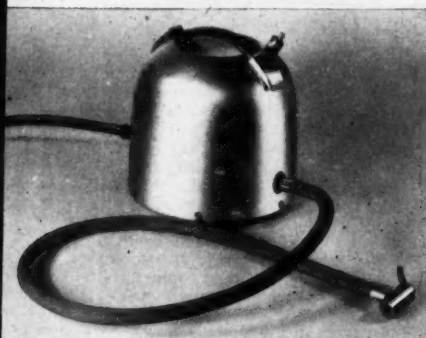
The designer's flair, the engineer's science, the craftsman's art . . . all, in due and just proportion, find their true expression in this beautiful car.



THE DAVID BROWN CORPORATION (SALES) LTD. LAGONDA DIVISION
96/97 Piccadilly, London, W.1. Telephone: GROvenor 7747







Accessories

Foot-pump

A STRONG and inexpensive foot pump is being introduced by Modern Motorcraft, 11, Old Street, London, W.1. It has a large single barrel, 2in diameter; a large volute return spring; and a universal connector for tyre valves.

The volute spring, with its low stressing so that it is unlikely to break, and the sturdy frame and other parts, make this a very serviceable pump. It seems moderately priced at 18s 6d. Postage and packing are 2s 3d. The folded dimensions are 11½in long, 3in wide, and 4½in high.

Electric Pump

A PORTABLE electric tyre pump, working from mains supply, has been introduced by the Motor Electrics Co., Crown Lane, Marlow, Buckinghamshire. It is a compact unit, weighs only 7½ lb, and costs £13 15s. The claimed output is half a cubic foot per minute, and maximum pressure 85 lb sq in. The bearings of the motor are porous (sintered) metal, and are precharged with lubricant. Cooling seems to be good, and the general finish is pleasing.

Rally Map-reader

A NEW map-reading device called the Eolite, and designed chiefly for rally people and others who use Ordnance Survey maps, has been introduced by Rally Maps, Bay Road, Bracknell, Berkshire. It consists of a magnifying lens set near the top of a strong, black plastic cylinder, 4in in diameter and 3½in high. There is a transparent plastic base, incorporating a scale marked in tenths of the National Grid square and quarter miles. This, as illustrated, is laid on the grid lines of the map in order to read off a six- or eight-figure grid reference.

The cylinder is illuminated from within by a 6-watt bulb in its own housing, variable brightness being obtained by means of a rheostat switch.

Tested on the Monte Carlo and other rallies, it was found to be a great help in navigation, particularly at night, when it is most difficult to follow tiny secondary roads without a magnifying glass. Twice magnified, it is possible to see the smallest detail at a distance of over 2ft with complete comfort, and the casing prevents the light, even at its brightest, from dazzling the navigator and driver, and reflecting from the windscreen.

New models will be marked in tenths

of the National Grid square and 100 yards, and there will also be a Continental model marked in kilometres. Obtainable for 12- or 6-volt cars, the Eolite costs £4 15s.

Central Heating

A NOVEL approach to the problem of warmth for the winter driver is made by Cambray (Heaters), Ltd., 6, Cambray Place, Cheltenham, with their Motorists' Personal Heater—a seat cushion into which is built a low-power heating element energized by the car's own battery.

This is an application of a principal which has authoritative medical backing, that the application of local heat to the human body—such as is at times supplied by a hot-water bottle—helps to maintain a comfortable temperature throughout the body. Current consumption is modest and the filament temperature will not burn, yet on test the cushion was found to fulfil its purpose well. It would appear to be particularly suited to open cars where the more orthodox type of space heater usually is fighting a losing battle. A strip of wide elastic secures the cushion in place, and the current for the heating element is controlled conveniently by a torpedo switch. There are models for deeply curved bucket seats and for touring models, at present for 12-volt systems only. The price is £5 5s.

Special Jack

IT was noticed that a tall and powerful pillar jack, the Guyson Power Post, was carried by several cars in the Monte Carlo rally. It is a very good one, though rather large, being 2ft 10in when shut, and weighing 15 lb.

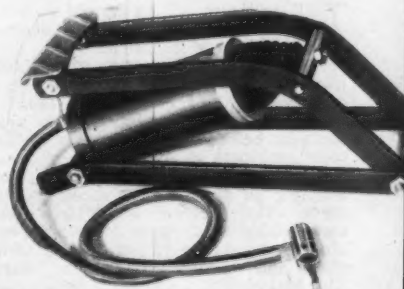
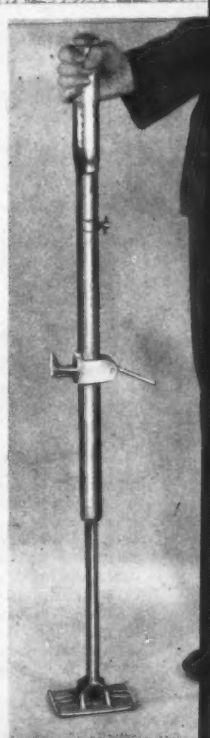
It is a hydraulic cylinder and ram, working pneumatically by pumping up and down the cap-handle at the top. Lifting even a heavy car seems to call for negligible effort; one is just flicking the handle up and down. The jack is lowered by turning the escape valve on the side of the cylinder. It will lift up to 2 tons.

The crutch, or hook, which is applied to a bumper bracket or other external jacking point, is adjustable for height. As an accessory to the jack, there is included a strong insert for cars with jacking sockets. The crutch is secured by a clamp which must be strongly tightened by its captive tommy-bar, and this may be placed anywhere between 4½in and 21in from the ground (with the jack closed).

The lift is 1ft 6in. Such a long lift,

An electric pump for tyre inflation, using mains supply; the Cambray heated cushion; and the Eolite map-reader. This has calibrated scales in the base plate, which can be matched to the grid lines of Ordnance Survey maps

The Guyson Power Post jack: the sliding pump handle is at the top, and below it is the release valve key. The jack is half-raised in this picture, and the adjustable crutch is fixed about half-way between its extreme positions. Below: A foot pump which has a volute return spring and a large single barrel



with a crutch adjustable for initial height, would seem to afford great scope if the Power Post were used for unditching a rally car, and the base plate is sensibly large, with a serrated underside. The usefulness for caravans is obvious.

The Power Post is strongly made, powerful in action, and very well sealed; the ram emerges from the cylinder with no apparent oil film on it.

Guyson Industrial Equipment, Ltd., North Avenue, Otley, Yorkshire, are the makers, and the price is £6 6s.

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Volkswagen Demand Falling

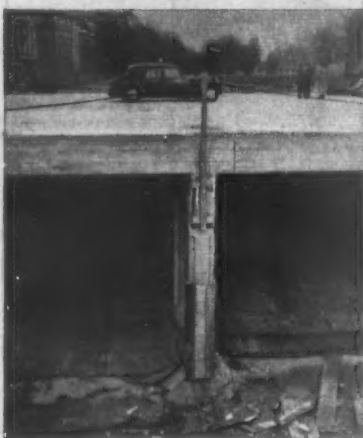
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ROADS FOR FRANCE: This wide road tunnel under the Place de l'Alma in Paris will soon be put into service to accelerate traffic flow through the city

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Prices vary for the different makes of car for which hard-tops are available, but are around fifty or sixty pounds for well-known models, and over seventy with individual makes for which a top is specially constructed. A car must be left with the firm for about a fortnight while the work is done.

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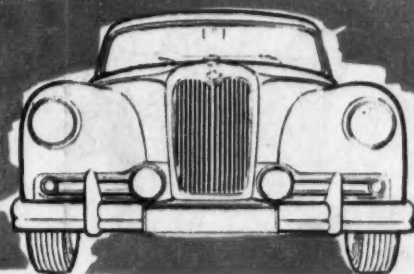
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Drive the brilliant Riley Pathfinder and... almost at once... you are aware of remarkable road-holding qualities; stability with surging power. Fast cruising in luxurious comfort; fast cornering in perfect safety; fast climbing with ample power in reserve.

The traditional Riley virtues are all there with a plus. This masterpiece of engineering combines with other exclusive Riley features to emphasize the Riley reputation for Magnificent Motoring.



Thrilling to drive - wonderful to own

Here is a car far ahead of its price-class for brilliant performance, distinguished appearance and spacious luxury. Compare what the Pathfinder offers and You'll agree that Riley is right in the lead.



RILEY MOTORS LIMITED, Sales Division, COWLEY, OXFORD

London Showrooms: RILEY CARS, 55-56, Pall Mall, S.W. 1 Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W. 1

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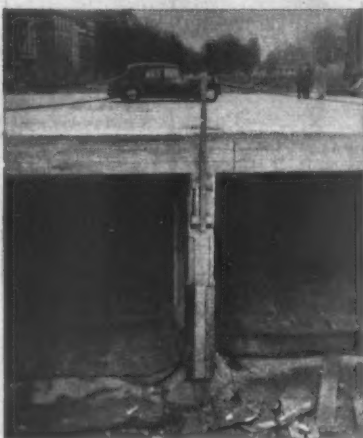
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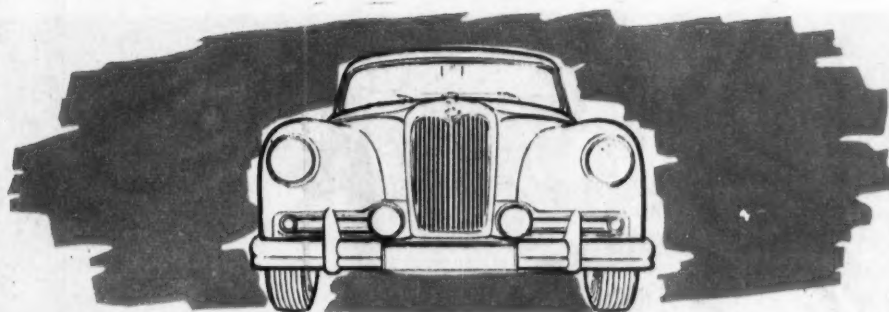
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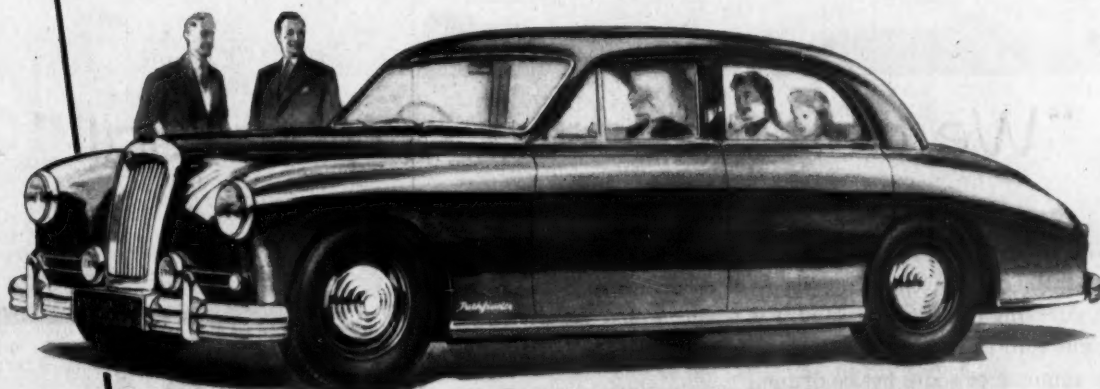
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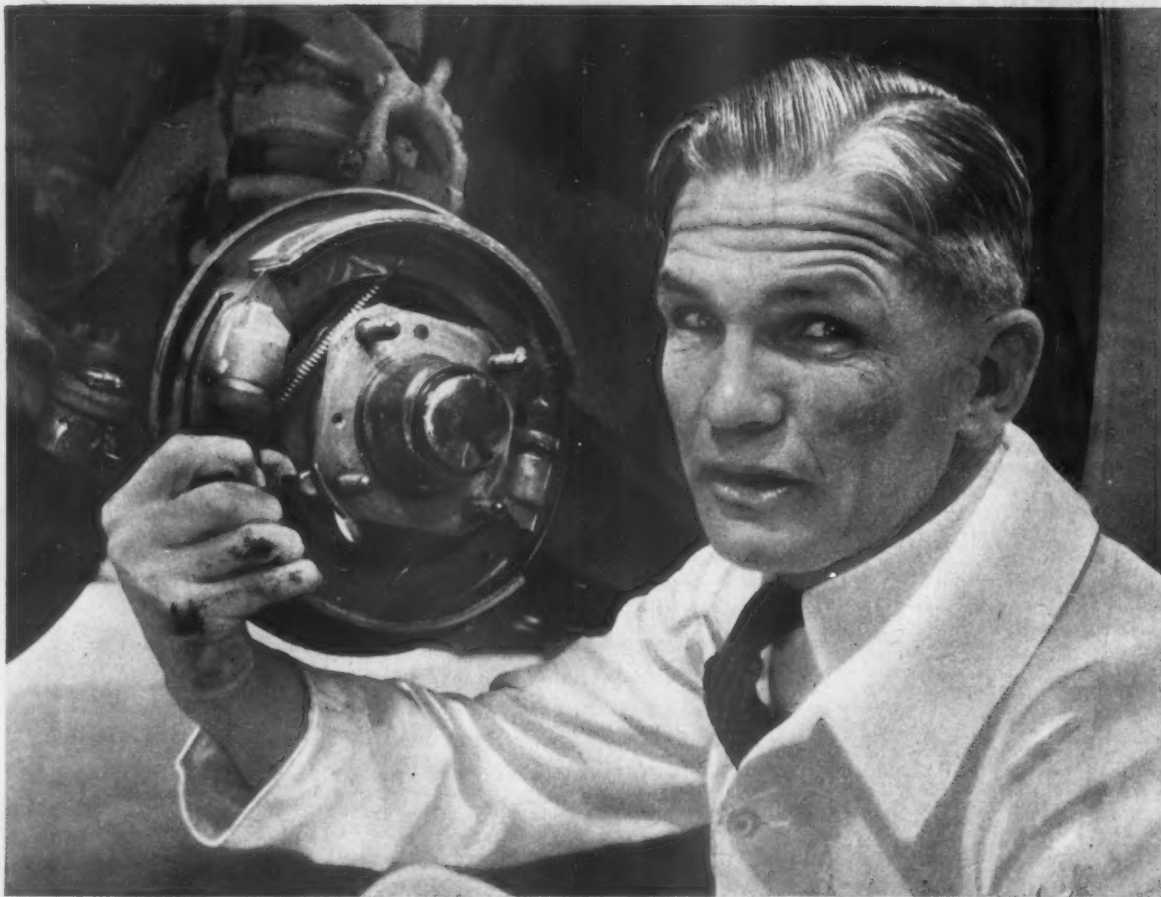
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"We don't need a crystal ball"

"When a garage man tells you that regular brake testing every 2,500 miles will save you money—and maybe save your life—he's not guessing or crystal gazing. His training, his experience have taught him that badly adjusted brakes waste the life of linings and sometimes score brake drums.

Ask your garage to check your brakes now!"

That's the advice of a man you can trust... a garage man. When, eventually your brakes need re-lining, he'll use a product he can trust—Ferodo Anti-Fade Brake Linings.

EXPERT ADVICE ON BRAKES MAY SAVE LIFE — MUST SAVE MONEY

See your garage about

FERODO
ANTI-FADE Brake Linings



This label proves that Ferodo Anti-Fade linings have been fitted. Look for it after a relining.

FERODO LIMITED · CHAPEL-EN-LE-FRITH

A Member of the Turner & Newall Organisation

NEWS and VIEWS

WORLD'S SPORTS CAR

As the result of the national poll, conducted by the American Journal, "Popular Mechanics," the American public has chosen Jaguar as the world's most representative sports car—the ideal sports car, that is, regardless of speed, power or popularity. Among the first ten cars chosen were four others of British manufacture; the list read as follows: 1, Jaguar; 2, Porsche; 3, M.G.; 4, Ferrari; 5, Austin-Healey 100; 6, Mercedes-Benz 300SL; 7, Triumph TR2; 8, Aston Martin DB2-4; 9, Lancia; 10, Alfa Romeo.

STANDARD FAMILY TEN

A new addition to the Standard small car range is the Family Ten, which is intended to meet the needs of those who prefer the Super Eight body, but also wish for the extra performance provided by the Standard Ten engine. The 948 c.c. power unit is used, but the overall gear ratios are higher than those available on the Family Eight—top 4.55, third 6.62, second 11.2 and first and reverse 19.45 to 1. A maximum speed of 68 m.p.h. is claimed, with petrol consumption varying between 38 and 47 m.p.g., according to driving conditions and technique. The tubeless tyres fitted are 5.60 x 13in. compared with 5.20 x 13in. on the Super Eight.

Specification of the new model is similar to that of the Super Eight, except that a heater is not normal equipment—a four door saloon with access to the luggage space not through the usual lidded boot but by folding forward the squabs of the rear seats. When only the front seats are occupied, the luggage space may be greatly increased by folding forward the whole of the rear seating accommodation. The equipment includes winding windows, no-draught ventilation, trimmed door panels, press-button door handles and self-cancelling, flashing type indicators. Gear change and hand brake levers are convenient to the left hand, and the pendant pedals operate hydraulic clutch withdrawal and hydraulic brakes, in addition, of course, to the accelerator. The price is £409 basic, plus £205-17-0 tax—total £614-17-0.

DEEP FREEZE IN SWEDEN

Technicians and drivers of the Sunbury Research Station of the British Petroleum Co., Ltd., have returned from northern Sweden, where road tests have been carried out to study the performance of motor fuels in cold weather driving conditions. Unusually low temperatures—minus 44 degrees Fahrenheit—enabled all the tests to be completed satisfactorily, and the results are being examined by experts at Sunbury. This research follows previous investigation by B.P. into the problems of vapour lock at high altitudes and temperatures, carried out in Algeria, which was described in The Autocar, August 29, 1955.



Standard Family Ten.

PRESS TOUR TO AUSTRALIA

Journalists from leading national and provincial dailies, and the trade and technical Press, have left England destined for Sydney, Australia, via New York, San Francisco, and Honolulu. They will return via the Middle East countries. The object is a tour—organized by the British Motor Corporation—of export markets, and they will be able to see for themselves the Corporation's activities and interests abroad, and their efforts to maintain export sales particularly in Australia. The Associate Editor of The Autocar is among the 29 journalists in the party, which is being led by Mr. R. A. Bishop, general publicity manager of the B.M.C.

SIR GEORGE KENNING

Sir George Kenning, chairman and managing director of the Kenning group of companies, has died at the age of 75 at his home in Sheffield. His firm was founded by his father in 1878, sold cars and commercial vehicles, and made garage equipment and light engineering products; later it undertook agricultural and motor engineering, and is now one of the largest car distributors in the country. Sir George, a J.P. since 1915, was knighted in 1943. He leaves a widow and three sons.

BENEVOLENT PETERBOROUGH

An attempt is being made to form a Peterborough branch of the Motor and Cycle Trades Benevolent Fund, to cover an area of 30 miles radius. The Fund is organized into Branch centres, and there are more than 30 throughout the country. Their main functions are the investigation of distress cases, enrolment of new members, and the organization of local social events.

A.50 WITH OVERDRIVE

Availability of overdrive as an optional extra on the Austin A.50 Cambridge family saloon has been announced by the Austin company. This innovation was shown for the first time in this 1½-litre model at the Amsterdam Motor Show which opened on February 23. The overdrive unit is stated to be like the Borg-Warner installation on the A.90 announced last October.

The overdrive is engaged by pressing a hand control mounted just below the fascia; it then operates automatically on second, third and top gears, the overdrive cutting in at about 32 m.p.h. The change from overdrive to normal ratios can be made quickly by the use of a kick-down switch incorporated in the accelerator pedal linkage.

The rear axle ratio has been changed from 4.875 to 1 to 5.125 to 1, to give a sufficient degree of flexibility of performance when overdrive is in use. By permitting high cruising speed with lower engine revolutions than would be required in normal gearing, the overdrive can give improved fuel economy with reduced engine wear and smoother, more refined performance. The overdrive gives a step-up to 3.587 to 1, and the ratios provided are: overdrive top 3.587 to 1 (normal top 5.125 to 1), overdrive third 5.348 to 1 (normal 7.64 to 1), and overdrive second 8.617 to 1 (normal 12.31 to 1).

C.K.D. ASSEMBLIES

Factories in New Zealand assembled 28,895 cars last year. These, together with 7,000 commercial vehicles, were valued at £21,310,000, a figure which exceeds by some five million pounds the total achieved in the previous year.

ROADWORTHINESS TESTS

Vehicle testing is in the public eye at present, chiefly because of its Parliamentary history since the Road Traffic Bill was first called, and also because experimental tests have been carried out, first of all at Slough (this centre is now closed) and then at the Hendon testing station, which has been open since October 1955. Editorial comment of the subject will be found on page 171. In the following pages Government intentions, past and present, are summarized by Student of Politics and we publish the views of a life-long student of the accident problem, Lt. Col. R. Vernon C. Brook, O.B.E., M.I.Mech.E., A.M.I.E.E., who states the case against Government testing stations. An imaginary discussion gives the arguments for and against.

Mainly Governmental

THE vehicle testing clause of the Road Traffic Bill has changed its character as often as a chameleon does its colour; vacillations have not been confined to its leap in the background from the red to the green Chamber—Lords to Commons—but during its present passage through the lower House as well.

The Bill first introduced into the previous Parliament contained a proposal for the compulsory annual tests of vehicles for mechanical fitness. The first serious setback was the acceptance of an Opposition amendment which had the effect of deleting reference to private garages appointed by the Minister of Transport. By this Government defeat, Members showed quite clearly that they seriously doubted the success of such a plan. In fact, it was only the Lord Chancellor's assurance that the matter would be considered anew which averted a proposal to delete the complete clause, and it is as well to remember this in the light of later developments.

On May 6 came the dissolution of Parliament, and the Road Traffic Bill was part of the unfinished business sacrificed. When it appeared in a new guise in June, the contradictory clause had been dropped. Possibly the Minister of Transport had second thoughts about the feasibility of operating such a scheme with Government-appointed testers only, for the task facing them would be monumental if private garages could not take a share. There are nearly six million vehicles on the road.

However, the proposals had not been abandoned altogether, for the Minister of Transport was still considering the possi-

bility of spot checks, a much more sensible and workable idea. Insidiously, throughout the journey of the new Bill through the House of Commons, the alternative grew in stature, a rolling stone that did indeed gather moss. But its passage was never smooth.

It was not until November that we learned more about the Government plans, when Mr. Hugh Molson announced that they were again thinking in terms of spot checks, which sounded harmless enough. It appeared at first that an inspector would be authorized to check brakes, silencer, steering, tyres, lighting equipment and reflectors, the vehicles to be stopped by a uniformed policeman; tests might be done on the spot or by appointment. Although earlier in the House of Lords the Opposition had amended the original proposal for compulsory tests, they now announced that they were not satisfied with the substitute and intended to move an amendment seeking to force annual examinations of cars over ten years old.

Week by week, what had started as a sensible proposal became sillier and sillier, with pictures being drawn for us of vehicles standing in a lay-by or at the side of the road while examiners rocked the front wheels to ascertain the amount of movement in the bearings, and carried out similar tests which cannot be other than fatuous unless made by skilled mechanics with special equipment. At this stage the Government thought that spot checks could handle more vehicles than the setting up of country-wide examination centres.

Then, in spite of an earlier assurance that the object of tests was not to bring

legal action against owners whose vehicles were faulty, but to point out the defects, came a surprising statement that it would be appropriate for a prosecution to be launched immediately when the car was found to be in a "shocking condition" by the inspecting team.

Suddenly the wheel turned full circle, and Mr. Harold Watkinson came on the scene with a new broom, sweeping all the old spot-check discussions out of the way by announcement of a new clause which he intended to introduce at report stage to cover "the most flexible means" of testing, and a good indication of his intentions was given in the temporary acceptance of the earlier Opposition amendment for testing over-ten-year-old cars. Presumably, therefore, the Minister is again considering private garages for examination centres.

The legal position at present is that any police constable in uniform can test brakes, silencers or steering gear either on the road or on any premises if the owner of these premises, and of the car—unless he has been warned in advance—consents. Any offence under the Construction and Use Regulations can be punished by a fine of up to £20.

The stimulus for such tests does, of course, come from abroad—notably the United States—but compulsory examination schemes are also in force in Austria (annually, for cars more than four years old, and costing an owner about £4 a year); Switzerland, where the regulations vary from canton to canton; and Germany (where all cars are examined when registered, sold or newly licensed).

Since, in America, traffic laws are made by the individual States, testing is not by any means universal. But there is a Model Code, which most of them follow in greater or lesser degree, and this lays down a test every three years, particularly of brakes, steering and lights. The O.E.E.C. mission which toured the United States recently visited a number of vehicle testing centres and reported that "they were impressed both with the modern mechanical equipment used and with the speed and thoroughness of the inspection procedure."

New York State is considering instituting a compulsory inspection of all cars more than five years old. New Jersey, on the other hand, has had inspections since 1938, and it is very significant that in this State the accident rate showed a marked decrease from that year onwards. (In 1937 the number of deaths per 100 million vehicle-miles was 12.35, and in 1938 8.21, while the national average for those years was 14.7 and 12.0 respectively.)

STUDENT OF POLITICS.

PROS AND CONS OF

Most people agree that it is important for vehicles to be maintained in the best possible condition; therefore the argument is whether or not the Government have evolved a scheme which is workable from the practical and economic angle.

It will be very expensive to set up enough stations throughout the country to carry out annual tests even of vehicles more than 10 years old. The number on the roads of this age has been estimated at just over 4 million.

But if compulsory tests do reduce accident figures, as they have in New Jersey, will not the expense of setting up stations be largely offset by the saving on accidents, which have been estimated to cost the community in Great Britain £157,000,000 for 1954 alone?

If the Government does not use private garages for the purpose, over 150 more testing stations of the size and capacity of Hendon would have to be set up to deal with cars dating from before 1946.

This suggests that private garages would have to be used, and the question arises, quis custodiet ipsos custodes? It will be difficult enough to ensure complete impartiality and fairness with inspectors appointed specially by the Ministry, and trained to make vehicle examinations: how much more difficult will it be to avoid any kind of corruption where commercial garages are concerned. The temptation for abuse will be enormous.

Regular testing might well reduce the number of major repairs needed on a car because the owner will be persuaded to have his vehicle serviced regularly. Such tests would ensure service stations of a good steady business of a routine character. The Scottish traders, anyway, are in favour.

Think how inconvenient—and expensive, if it costs the owner anything approaching the Austrian figure of about £4 a year—it will be to take a car to a test centre every so often. A business man is not always free during the week or on Saturday morning, and presumably if the centres

The Case Against

GOVERNMENT TESTING STATIONS

FOR at least 30 years the Government has been pressed to introduce legislation to regulate the use of head lights, but nothing has been done. Now comes the announcement that the Minister of Transport has decided to introduce a system of tests of the roadworthiness of all vehicles. Why this sudden volte face and urgency?

At the Road Safety Congress in Morecambe last October, Mr. Denis O'Neill, of the Ministry of Transport, said he did not think that legislation would solve the problem of unroadworthy vehicles; Mr. Grime, of the Road Research Laboratory, said he thought some kind of inspection was necessary, but he did not know how it was to be worked out; Mr. R. Lloyd Thomas, of the Home Office, said that although statistics did not appear to show it, it was suspected that defective vehicles were frequently the cause of accidents.

Since the Morecambe conference, the Ministry of Transport and Civil Aviation has issued a report based on returns from its new vehicle testing station at Hendon, stating that of 6,393 vehicles tested, 5,322 required attention to head lights, foot brakes, steering or tyres, and five out of six had faults which should be put right before the vehicles could be considered fully roadworthy.

"Fully roadworthy"—what does this mean? The Law Courts, in many cases in which it has been claimed that a vehicle bought has been unroadworthy, have decided otherwise. Who is to say exactly what is roadworthy and what unroadworthy? Does the Ministry report really mean that five out of every six of the vehicles tested are not fit to be on the road and liable to cause an accident? I shall not believe this until I have examined the vehicle reports in detail.

Though a vehicle may not be new, it does not follow that it is unroadworthy, let alone unsafe. It is easy to say because head lights do not dip fully or dip at the wrong angle, or the foot brake is not 100 per cent efficient, or there is some play in the steering gear box or the steering rod ends, or tyres are worn 90 per cent, or that a trafficator bulb has failed, that the vehicle is not "fully roadworthy," but that is very different from saying the vehicle is not legally roadworthy, or is a danger on the road. Faults are of daily

occurrence, but as a rule they are immediately manifest and can be rectified before there is any danger. Insurance companies will not insure an old vehicle or transfer to a new owner unless it has been inspected and tested by an engineer.

In the latest report issued by the Ministry of Transport and Civil Aviation—*Road Accidents 1954*—accidents in which the police consider that vehicles contributed to (not caused) the accident, are very few by comparison with the total. The following are the contributory factors and the totals.

	Cars	Taxis	Goods Vehicles	Total
Brakes	353	8	321	682
Steering	341	8	163	509
Tyres	467	9	178	650
No front light	48	1	29	78

The total is 1,919, yet the number of vehicles involved in accidents in 1954 was 297,200, including 57,000 pedal cycles. There are now close on 6,000,000 vehicles on our roads. To inspect each once a year would mean that some 16,000 vehicles would have to be examined every day of a seven-day week. If there were inspection stations in 32 principal cities and towns—and that would by no means cover the whole country—it would mean that each would have to inspect 500 vehicles a day.

Each would take at least 15 minutes for a quick examination over a pit, and this would require at least 12 inspectors per station. The total number of inspectors would be over 400 and the average salary paid to each should not be less than £10 a week, making a total wage bill of close on a quarter of a million. But no inspector could be expected to work an 11½-hour day seven days a week, therefore the cost would be considerably more.

This is only the beginning. There would be 32 testing stations to build and maintain, and the salaries of executives, clerical and other staff would soon bring the cost per annum to several million pounds. The cost to vehicle owners, by the loss of use, preliminary overhaul and journeys to and from testing stations, also would involve a very considerable sum.

I have had over 30 years' experience

in the investigation of road accidents for police and public and in road safety problems and propaganda, and I have examined very many hundreds of vehicles both before and after accidents. Very rarely have I found that anything mechanical has been the cause of an accident, or that there was anything seriously wrong that an accident might have been caused through ultimate mechanical failure. In these few cases where there has been a mechanical fault, it has usually been one which was latent, not patent to visual examination.

If the vehicle inspection is to include a short road test, which I consider essential, then the time and cost must be at least double. It is within the power of the police now to stop any vehicle on the road which they consider mechanically unroadworthy. If the police have not enough of the right men for this job, let those who might become inspectors under the new proposal be attached to the police and so increase the number of spot checks on the roads. This will be far more effective and far less costly and less likely to lead to complications than the proposed legislation.

It is hoped that Parliament will seek further information and data before allowing the Ministry to rush into the erection of testing stations, and that motoring organizations and others interested will be allowed to see the full figures and data and be asked to submit suggestions on the real facts, which will, I believe, show that testing stations are not the answer to even a small portion of road accidents.

The cost will be enormous, the inconvenience will be even greater, and who can say a single life or limb will be saved?

The Ministry's accident statistical return includes these interesting figures: bad driving, inexperience, impatience, inattention, daze, driving too fast and so on was the cause of or contributed to 122,472 accidents; dogs, pot holes, rain, sun, frost, fog, bad road surface and the like contributed to 20,815 accidents; and passengers boarding or alighting from vehicles, stealing a ride and doing similar silly things were contributory to 13,597 accidents.

R. VERNON C. BROOK.

THE ARGUMENT

were kept open in the evenings or on Saturday afternoon, the inspectors would have to be paid overtime. And what about the question of red tape? There is enough for the motorist to think about in licensing, insurance and keeping the right side for the law without another compulsory certificate (of roadworthiness).

Remember the accident saving though—human life is more important than a slight increase in formalities.

Are we sure that vehicle defects cause all that many collisions? Lt. Col. Brook has some interesting figures to quote in that connection, and Ministry of Transport statistics show that in 1954 only some 2.4 per cent of accidents were directly attributable to mechanical faults.

It is so difficult to assess the exact cause of accidents that we cannot be quite certain how much bad maintenance contributes to them. But it is quite feasible that many more collisions are distantly

related to a fault of some kind than appear in the tables under that heading.

Why not keep to spot checks, then? The Government at one time thought special examination centres throughout the country would be too costly. These would have a similar advantage of keeping the owner up to scratch with repairs throughout the year, for he would not know in advance when a check might be made. This method would need fewer inspectors on the job, too, and we have no reserve in labour force to staff a host of testing stations at this time of full employment.

Unsafe cars must somehow be eliminated; accident figures are rising too high for quibbling. Drivers should be educated in their responsibility to other motorists and the public.

Agreed, but is safety increased by increasing frustration? If commercial garages are choked up with testing, motorists will have to wait longer still for the normal repair of their cars.



FAST AND FRIENDLY

The M.G.A. Offers Comfort and
Performance at a Modest Price

WITH all the good will in the world, it is difficult, when trying to assess cars, to make fair allowances for differences in size, power and price. It is even more difficult to ignore personal preference and to try to gauge the probable reaction of that legendary character, the typical customer.

The brief notes on the new M.G.A. which follow are purely personal, but one has no fear of being alone when according it the praise which it deserves, because most present and future owners of the M.G.A. will be from the international group of drivers (its membership is still expanding rapidly in the United States) who almost instinctively take a smart and efficient little sports car to their bosoms.

The latest model in a long line has no mean reputation to uphold. It starts with the advantages of much good will and affection for its name, creditable racing performances by its prototypes, a very pleasant appearance and a modest price.

I first took over a production M.G.A. on a wet evening in London traffic. In spite of feeling tired and somewhat out of humour, it was not long before life again seemed worth while,

and this was largely due to the infectious eagerness and the sweet handling qualities of the car.

What does the M.G.A. have to offer, bearing in mind that it has several potent competitors in the two-seater, open sports class? It is as good as or better looking than any of them, regardless of cost; it has a roomy and well-trimmed cockpit in relation to its size, its standard all-weather equipment is adequate and its price in the U.K. is under £900 total (its export price, ex works is only £595).

While the maximum speed and acceleration are not quite so high as those of larger engined rivals, so good are the steering and brakes that the usable performance under the very varied conditions encountered today is very little short of the faster, less economical cars and results in unexpectedly high averages with plenty of safety margin. Under the best conditions the standard model is capable of the 100 m.p.h. A somewhat inexperienced driver could learn with the M.G.A., with the certainty that it would treat him kindly and help him out of the occasional "tight corner."

Turning now from broad assessment to personal experience and preferences, there are small features both to praise and criticize. The cockpit is neat and comfortable and the seat can be adjusted to suit almost every reach. The seats themselves, of bucket type, are small but hold you well. Interior space is well utilized, giving plenty of elbow room and good big pockets in the doors. The shapely, slopeaway tail offers some interior luggage space, even though it contains also the spare wheel and fuel tank.

On the particular car which I drove, the gear box was on the stiff side and thus, with such a diminutive lever gear-changing was quite hard work, and as a result, reverse was too easy to snick by mistake. The gears engaged sweetly, very quick changes could be made between top and third, and all the ratios seemed to be well chosen. To obtain the full per-



The M.G.A. cockpit is well equipped and offers more than average space and comfort. Note the very short gear lever, fly-off handbrake and twin dials for engine and road speeds

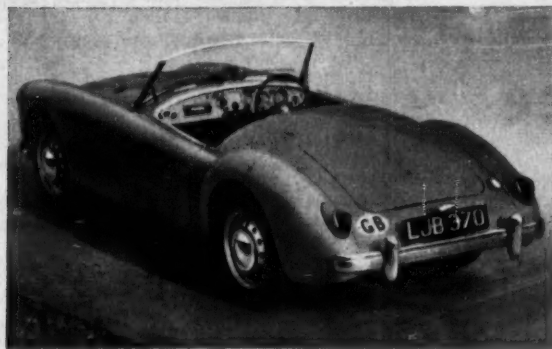
formance the gears had to be used freely. I decided that I should have preferred an inch more lever and, having a rather short arm and a preference for steering "long" in a sports car, a slight rearward bend in it.

Large clear instruments are an asset, and the matched pair indicating speed and r.p.m. are easy to read and pleasant to look at. The positions of the panel light rheostat and the tell-tale light for the traffic indicators would be interchanged on my car; the former is inconvenient to twist between the main dials and the latter, with the driver holding the wheel, is obscured behind the right hand.

At the risk of appearing to pick on too many trivialities, I would add that switches dotted around the panel do not appeal to me, even if they are symmetrically placed, nor do I see any virtue in retaining the unconventional mid-panel horn push position. Again, a dip-switch situated well above the clutch pedal is not very convenient for a car in which gear changing is often likely to be very frequent. To my mind, a dip-switch for the right hand, placed Continental fashion on the steering column, would be preferable.

For a two-seater sports car of modest cost, quite lavish provision is made for both the small luxuries and the usual extras. This car carried in addition to the adjustable intensity panel lighting (which, for me, is a near essential) a separate map light, radio, heater, screen washer and twin horns.

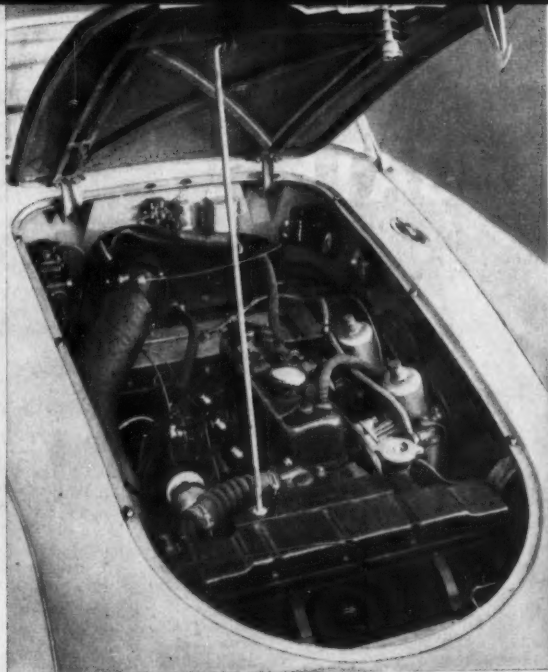
A delicacy of curve and very pleasing proportions place this car ahead of most of its competitors in appearance



Standard all-weather equipment includes sturdy sidescreens, and the cockpit remained dry and free from draughts on the cold, wet evening on which I collected the car. There are no exterior door handles and it is not easy to reach through the heavily spring-loaded flaps at the bottom of the side screens and into the pockets to find the cords which operate the door latches.

With the hood up, visibility is still quite adequate. On the light coloured cars (this one was cream) reflections in the wide curved screen from the polished scuttle and chrome mirror and tonneau studs can be distracting.

It seems to me that the engine note which for so long has remained M.G. in spite of model changes, has altered a great deal in the case of the M.G.A. Although in certain export



In spite of the compactness of the car, the engine and components are accessible. This photograph tends to exaggerate the extent of the plumbing, much of which is concerned with the heater

markets the right note is almost as important as the desired urge, I think we should err on the side of maturity rather than otherwise, in order to be considerate towards the many who do not share our enthusiasm for sports cars. The M.G.A. is not, however, high on my list of potential offenders in this respect.

When driving this model one is more conscious of the engine than was the case in the earlier series of cars, but it is most exhilarating—and the engine has no objection—when the r.p.m. needle shows better than 5,000. As an *aide memoire* may I mention that the capacity is 1,489 c.c., the stroke 89 mm, the compression ratio 8.15-1 and the maximum output 68 b.h.p. at 5,500 r.p.m. The Autocar road test fuel consumptions for gentle and hard driving were 38 and 25 m.p.g. respectively.

In case the criticism of several minor points may lead to an overall wrong impression, let me add that had I not been intrigued and very favourably impressed by the car, I should not have bothered to mention details at all. The important fact remains that this latest model—first of a new line—handles better than any of its predecessors and offers a safer, faster drive than anything else I have tried in its class. If I earned my bread and butter as an M.G.A. car salesman at home or abroad I would expect there to be jam on it most days of the week. I should also expect to find big smiles on the faces of customers when they checked in for routine service.

M. A. S.

Tradition in Two Tones

In many ways a member of the older, substantial school, the Humber Super Snipe has handsome lines of the non-dating kind. Latest models are offered with two-tone colour schemes, white-wall tyres and with overdrive on top gear. The boot is spacious and the interior accommodation is the same as that of the Hawk



FRÉGATE



in France

WE made two circuits of the Etoile, radiated away from the floodlit Arc de Triomphe, turned right alongside a canal and in ten minutes were in command of a Frégate Amiral.

An interesting experience—strange car in strange city; a big car, bristling with originality, unusual where others are familiar. This time we circled the Etoile as outwardly French as the other constituents of the swirl of traffic that encompassed us. Once again we radiated—second on the right after the Elysées, and thankfully left the Frégate until the light of Sunday morning.

The ingenuities of this product of the great Renault factory are notable, and the exploring Englishman cannot withhold admiration. It starts with the four-position ignition switch on the steering column; at nine o'clock the ignition is off, the steering is locked and you can withdraw the key. So you can at twelve o'clock, but in this position it leaves the steering free for pushing by, say, a garage attendant. At three o'clock you cannot withdraw the key for this is the *marche* position and the ignition is switched on, while the starter is brought into action by turning the key against a spring to four o'clock, whereupon the 2,141 c.c. four-cylinder fires.

In fact, the steering column of the Amiral has affinities with a Christmas tree owing to the bounty of its branches. On the left is one of the multi-position switches for town horn and lights which the French do so ingeniously. For lighting the direction is rotational through seven positions—right parking light, all off, left parking light; side and dipped head (traffic lighting); and dipped head and full head (open road). Note the further ingenuity of the consecutive positions for dipped, so that if the hand inadvertently moves the switch through two positions in dipping, the lights are not extinguished to leave only side lamps.

The handle of this switch, in all positions, can be pressed in against a spring to give a mild horn note for close quarters; a half-ring on the steering wheel gives full wind-tone notes separated by a major third.

Opposite on the other side of the column is another "match-stick" lever for the winking indicators, a green arrow in the speedometer dial acting as tell-tale, and next down the column on that side (the right) is the gear lever,

By **MICHAEL BROWN**

of which more later. Under the soft rubber safety pad that covers the hard lower edge of the metal fascia are four switches: heater, fan, hand ignition control and cigarette lighter; the left hand goes easily to the wiper switch and its screen spray button immediately below. The composite dial for instruments is visible through the top half of the V-spoked steering wheel, the speedometer segment being subtended by coolant thermometer, petrol gauge, ammeter and clock. An oil warning light adjoins the speedometer zero.

This is a nice layout, but other ingenuities deserve mention before we let in the clutch. The interior lights on each door pillar are switched on by rotating their glass domes as well as by opening the doors; there is a radiator blind the control of which can be hooked in under-bonnet holes to give full or part-coverage of the radiator, and an under-bonnet light illuminates the engine should it give trouble in the dark. These are thoughtful provisions.

The power unit has a considerable job of work in this six-seater, and after only a couple of hundred miles behind it we adjudged it remarkable. It is, after all, only just over two litres, being bored out from the original 2-litre to exact squareness at 88 mm bore and stroke. With the aid of a 7 to 1 compression ratio under the overhead valves in the light alloy head, Renault extract 77 b.h.p. from the four cylinders at 4,000 revolutions of the balanced, cast-steel crankshaft. Perhaps more important, they attain maximum torque (108 lb/ft) at the low revolutions of 2,200 r.p.m., and it is very interesting to discover how these attributes are translated into road performance.

The all-indirect gear box is, of course, the chief agent in this, and provides four speeds, the top one being geared up. Although it patently overdrives I refuse to call this an "overdrive," a word which is associated in the English mind with an approach to over-gearing for the sake of economy of engine life and fuel. The Renault top is not that, but a high top gear that is a completely suitable ratio for the fast, level, straight-road cruising that makes up so much of French motoring. Its ratio is 0.84 to 1, the overall ratios of the transmission being 4.08, 5.63, 8.21 and 15.1 to 1.

These are selected by an unusual movement of the steering column lever, the top plane of which gives reverse and first (towards the driver). The middle plane, to which the

Luggage, tow-rope, rubber boots—all the impedimenta of rally-following was easily stowed in the Frégate's locker. The international plate nullifies the latitude usually shown to foreign motorists in France!





A wire control terminates in a hooked handle which can be inserted in various slots under the bonnet to adjust the radiator blind. Plastic fuel lines are used in the *Frégate*

lever is spring-loaded, gives second and third, top being reached on a third plane, the lever being pushed away from the driver.

As traffic and mountain driving give few opportunities for top, and as it is possible to start from rest in second, I imagine this arrangement is to provide quick changes between second and third as the normal "working" gears, but it is not an unqualified success. For one thing, the box is slow and changing, particularly into top, needs to be leisurely, while the awkwardness of the movement from top to third is not compensated for by the facility of third to second. However, motoring in France is still, thank Heaven, single-gear enjoyment most of the time, so that driving is not all slipping into third in order to make the most of a hundred-yard straight in which to overtake two lorries and a dolly-dangler.

The hand ignition control helps with such a car, though its effect is limited, at least on top-quality petrol. It is appreciated, however, in traffic crawling, and is a satisfying control to anyone who takes a pride in driving.

Minimum and maximum speeds in the gears were first, 0-28 m.p.h., second 12-50, third 25-62, and top 30-87.5. The last figure needs allowance made for a speedometer optimism that, on a rough check, was about 5 per cent, but it is a speed fairly easily reached and held on the level road. No attempt was made to record maximum in test conditions.

The big, organ-type throttle pedal goes down, the fairly strong clutch springs push the left foot back and the

engine gets hold in no uncertain manner; anyone who thinks that the *moteur Standard* is a little fellow with a big job is likely to get a surprise at the indignant shove it gives him in the back. This is a performance car, aided by its low silhouette and gentle curves, and it must straight away be recorded that the "other half" of performance—the brakes—are superlative. The *Frégate* was braked violently many hundreds of times in a fast passage connected with the Monte Carlo Rally. Not once did it give its occupants a qualm.

Some of the braking excellence can, I suppose, be attributed to all-round independent suspension, which increases adhesion. The system employs long and short wishbones at the front, with coil springs embracing dampers and seating in the pan between the arms of the lower wishbone, and trailing arms at the rear, also with wishbone affinities in that they have double bearings at the chassis mounting, and seating the coil spring and damper in a like manner. The swinging half-axes, to judge from another *Frégate* which we trailed for many miles for observational purposes, only infrequently reveal their nature, though the 4ft 7in track is not exceptional.

The suspension must, therefore, be fairly stiff, though there is little evidence of this; road irregularities just do not seem to exist, their elimination being emphasized by the curious deadness of the worm and peg steering, which gives no hint of road surface. It is light, but has little castor action to assist with the $5\frac{1}{2}$ turns required from lock to lock of a very good steering arc indeed. Yet there is no imprecision about it, and the feel of the wheel in the hands is good.

It seems to me that when all-round independent suspension really arrives most of us will need to re-learn cornering technique, for the independently sprung car is baffling in fast cornering. Drivers who stay on the road can sense easily when a non-independent car is getting up to the point where centrifugal force becomes masterful; there is no such clear warning when all the wheels move independently. But that the Renault would corner fast there was no doubt at all. The nose responds to the wheel, the car takes up an attitude (it would be wrong to describe this as heeling; the *Frégate* merely seems to move an inch or two out of the vertical and then stay precisely there until the car straightens up) and until you feel the rear end sliding slightly under



Entrevaux has a drawbridge between twin towers which forms an impossibly operatic back-drop. In the warmth of a January sun the citizens discuss les affaires

Frégate in France

the stress there is little to suggest that the corner is being rounded as fast as it is.

The car is corrected almost contemptuously easily. It is, I suppose, a slight oversteerer, though the two terms oversteer and understeer become inadequate in attempting to define the characteristics of four-wheel independently sprung cars on corners. Braked in a corner, it refuses to frighten its driver, and it is, in fact, so well behaved that the driver feels almost ashamed of his secret desire to know more about what is happening.

The noise level is low, though with so much being achieved by just over two litres the engine is audible; pleasantly so except for a period around 60 m.p.h., when what is probably an engine mounting resonance injects a less pleasant note; this is left behind as the speed rises. Wind noise is negligible and conversation is easy at any speed. A clinging cloth interior holds the occupants firmly on bends and is light and airy, visibility on all sides being free, aided by slender pillars. In spite of the deep screen, however, the Frégate proved a difficult car to judge as to width. The off-side wing is out of sight and, unfortunately, the two drivers' selected seat position fell where the parked wipers obscured the line of wing and bonnet on the near side; consequently there was a feeling of imprecision which would not have existed had the wipers been made to park over towards the passenger.

However, the Amiral would, I suppose, be largely a main road family fast car, and not a high-speed mountain goat

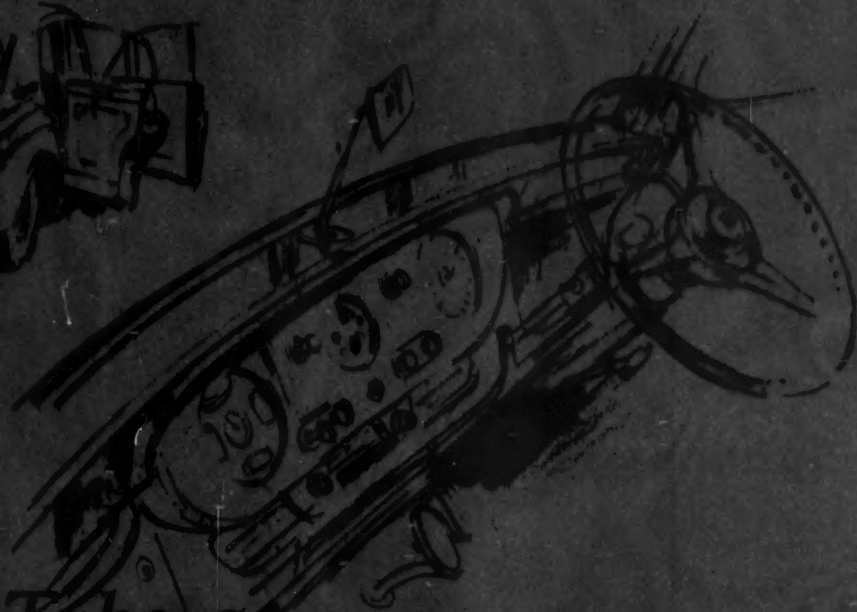
as our job made it, so that the question of precise placing would arise less often.

Lights, heater, wipers, automatic choke—all of them worked, and well; twin vizors, one with a mirror, restrained the Riviera sun; the rear mirror seemed rather high for continual observation. Luggage and working gear filled the big locker, some of it being allowed to overflow on to the serviceable plastic floor covering in the back compartment, in which a vast rear shelf held the bric-à-brac of job and tour. Ventilation without draughts was fully controllable and the tank required filling at gratifyingly infrequent intervals considering what we were asking in the way of performance; over 2,400 miles the consumption worked out roughly at 26 m.p.g.

The Frégate is not summarized easily. It is an express train of a car, content to tear along the tree-lined straights from horizon to horizon with the driver's foot flat down and the geared-up top taking care of the engine revolutions. On one section it averaged 60.4 m.p.h. over 60 miles. Like express trains, it is less tolerant of tortured writhings of the permanent way, though its engine never fusses over a gradient and the gear ratios are well suited to the Alpine roads. Perhaps it would be fair to say that, like all the larger cars, it tends to conform to a well-known contemporary pattern but with sufficient originality to inspire admiration. If it lacks the virtuosity of its little brother, that is because the 4 c.v. was a product of genius, which is afforded full scope by the very small car. At least there is not the slightest sign of the arteriosclerosis characteristic of British nationalization afflicting France's biggest motor car factory.



Alpine nocturne . . . the wintry sun has withdrawn from the valley and the icy air from the peaks rushes in under cover of darkness. The Frégate's head lighting system provided full protection from danger at all speeds, as did its three-point tail lighting when stationary



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Spanner in the works..?



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a constant oil-film shield; that NOL reduces friction and avoids the risk of metal-to-metal contact—cause of so much engine wear. They know that NOL also gives protection against corrosive wear when your engine is stationary. Listen to those who know that NOL is the oil for your engine . . . and keep your repair bills down.



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Write for descriptive literature

ALEXANDER DUCKHAM & COMPANY LIMITED, HAMMERSMITH, LONDON, W.6.



Snow scene in Hertfordshire—the Watford road at Radlett as a study in black and white; many of us will see greater beauty when the predominant colour is spring green

Correspondence

Dipped Beam

Problem of Maintaining Speed. Your contributor Ronald Barker (December 16) criticises the Peugeot's head lamps because its dipping system was such that a reduction of speed was required when he drove on the dipped beam. Is this not the crux of the dazzle problem? As long as motorists wish to maintain the same speeds on "dip" as on "bright" they will set their lamps accordingly, and no dipping system will be satisfactory. In anticipation of the experts who can prove that high speeds can be maintained safely on a correctly dipped beam, I ask them why the expense and trouble of a variable beam.

Salisbury, S. Rhodesia.

R. EATON.

Flames in the Car

Whence the Petrol Vapour? After skating I returned to my car, parked nearby, and sitting sideways on the driver's seat with the door open, changed my skating boots for walking shoes. My wife arrived and got into the front passenger seat—from the

other side—and lit a cigarette. Immediately a pale flame ran all round the interior of the roof, much to her alarm. It lasted only a few moments, the roof lining being singed evenly down to door top level.

I can only assume that petrol vapour had gathered in the dome, but how? Can any of your readers suggest a solution? I have at no time smelt petrol in the car. Can the weather be held responsible for this too?

Yateley, Hampshire.

DONALD SOWARD.

Faults of Water Cooling

When it is Too Hot or Too Cold. One hears a continuity of reports of frozen radiators and engines. Why is it that with the exception of a few Continental air-cooled motors we are still pestered with water cooling after fifty years of petrol and oil engine research? With the expense of motoring being so excessive—and this freezing up being so unnecessary—why should the motorist be forced to use anti-freeze liquid? Surely a better



In a letter "Speed in South Africa", published below, a reader describes a fast trip from Bloemfontein to East London. His photographs illustrate the kind of roads over which the journey was made—all macadamized except for about 30 of the 371 miles, he states

system than water-cooling could be evolved, even though it is a fifty-year old tradition?

I have had much experience of air-cooled engines, but do not think they are quite the answer because they are noisier than liquid-cooled engines, probably because of rather large expansion tolerances, but equally probably because of unequal cooling of the cylinder barrel and the sound absorbing effect of a liquid coolant.

But what research has ever been undertaken (save by Granville Bradshaw) with oil-cooled engines? This system might be the answer to this idiotic fallibility of the car engine to boil itself dry in really hot weather, or break itself into scrap in an ordinary English cold spell.

Kingskerwell, Devon.

WALTER F. FANSHAW.

Cause for Gratitude?

Counter by a Customer. Well, well, well, what odd misapprehensions one does labour under, to be sure! Here was I thinking that any garage from which I bought petrol or which I employed in any other way whatever had cause to be grateful. Now, of course, I have read Mr. R. G. Shattock's article (February 3) and I realise my mistake. It must be the garages I do not go to (of which Mr. Shattock's is fortunately one) which are grateful. One lives and learns, does one not?

Bideford, Devon.

R. T. ORTON.

Speed in South Africa

Advice to British Manufacturers. From South Africa I would like to give you details of a recent trip made over the Christmas weekend.

My home is in Bloemfontein, at an altitude of approximately 4,600 feet, with air temperatures hovering above 95 deg at mid-day during December. My sister and I left Bloemfontein for East London, on the coast—a distance of 371 miles—at 7.30 a.m. on a Friday morning in my 1955 South African assembled o.h.v. Hillman (purchase price new £706). We arrived at 1.45 p.m. This distance included passing through eight small dorps (villages), two stops for petrol and one mountain pass—over 6,000 feet—for a total point to point time of 6½ hours. I think this time fairly good by South African standards but, from what I read, a bit difficult on roads in England. We don't know how lucky we really are in this respect.

On returning home after the weekend I found the total distance covered for this excursion amounted to 940 miles at a total cost for fuel of £5 5s 10d, including two pints of oil. This worked out at approximately 28 miles to the gallon—in my opinion really economic motoring. The price of petrol varies from 2s 9½d at the coast to 3s 4d inland, premium grade not being available. The timing remained unaltered as only the slightest pinking was noticeable at sea level. On the above and other trips the Hillman has never shown the slightest sign of overheating or strain despite a following wind.

I might mention that the above reflects a typical long weekend or holiday trip for South Africans up country, actually my fourth trip during 1955. This trip to the coast from Bloemfontein is the shortest, the longest route being 652 miles to Cape Town with similar road conditions, a trip I have done many times over long weekends.

Correspondence

The latest English car can certainly take it and has to here, in a country which has always favoured and compared all cars in the light of the larger American models. Fortunately most thorny questions like dust proofing have been met, but I think one way for British manufacturers to meet ever increasing competition, particularly as the import control on American and Continental cars eases, is to offer more overdrives and better top gear ratios, and above all encourage better after sales service.

Bloemfontein, South Africa.

B. BURNHAM.

[We have received many letters from overseas readers urging the need for better spares and after sales services in their countries.—Ed.]

Eyes and the Driver

The Binocular Field of View. Mr. C. W. Tummon has posed an interesting problem in his letter (*The Autocar*, January 27).

It is, of course, impossible to suggest what may have been the cause of the series of accidents to which he refers without knowing a large number of details concerning the occurrence and the individual. Furthermore, it would be wrong to assume that all the cases referred to were necessarily due to the same cause, and it seems unlikely that the type of collision mentioned is due to a defect in the focusing mechanism.

It is possible to be aware of, and even to recognise, an object without it being clearly focused and in these cases it seems that there was a complete unawareness of the presence of the second vehicle. It is more likely, therefore, that this is due to some type of "field" defect. There are many individuals who, having had normal binocular vision and a full binocular field of view, assume that this is still the case when, in fact, it may not be so.

On some occasions lowered acuteness of vision in one eye can result in the image in that eye being "suppressed." In these instances something like one-third of the normal binocular field is lost and it may well be that a car approaching from the direction of the defective side may be missed entirely, even though the head may have been turned right and left.

Mr. Tummon's comment, however, only serves to strengthen the contention that a person is not the best judge of his own eyes and that the only way to ensure that all aspects of his vision are unimpaired is to have an examination carried out at regular intervals.

Harrow, Middlesex.

L. S. SABINI.

Litter Reminder

A reader writes from London, W.1, urging that to mitigate the litter nuisance this year, paper carrier bags should always be kept in the car, and especially when a picnic party is planned, for the convenient removal of paper bags and similar unsightly litter.

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Correspondence

Lights in Fog

Inadequacy of Sidelights? I was very interested to read in "Disconnected Jottings," *The Autocar*, January 20, that the R.A.C. has at last recommended the use of head lamps in daytime fog. But I was somewhat surprised to find that "The Scribe" was apparently not very keen on the idea.

I would dispute his claim that the greatest danger in daytime fog is of being rammed from behind. Surely there are more head-on collisions, caused by rash and impatient drivers overtaking without head or fog lamps on?

The use of head lamps in such conditions is something I have advocated for many years, but I find that when I have mine on (dipped) other road users flash their lights at me, presumably thinking that they are on in error.

The other day I carried out a visual experiment with regard to the usefulness of fog lamps in daytime fog, with the following result:

The fog lamp could be seen 228 yards away;

The car itself could be seen 114 yards away;

The sidelights could be seen 69 yards away.

This seems to prove that sidelights are of no use whatever, in fog, and that fog lamps can be seen twice as far away as the vehicle, as "The Scribe" stated.

If everyone used head lights or fog lights in daytime fog I am sure that there would be fewer head-on collisions.

Bourton-on-the-Water,
Gloucestershire.

G. N. GALLOWAY.

[Mr. Galloway has misunderstood me. I use head lamps in fog. The point I was making was that side lamps are often lit only because rear lights are desired, not because the driver thinks side lamps are very effective.—THE SCRIBE.]

Full Marks for Service

In Trouble on a Sunday Evening. On Sunday evening, January 29, I blew a core plug on my Humber Hawk at the rear end of the cylinder block and reached the premises of the Branwhite Motor Co., of Kirkby Cross, near Frinton-on-Sea, about 6 p.m. The trouble was diagnosed, a hole cut in the bulkhead to reach the scene of the blow-out, and a new plug fitted. The hole cut was covered by a neat plate, made up on the spot, and I was on my way in one hour, 15 minutes. The job was tackled with a real desire to help and a willingness not usually met with, especially on a Sunday evening, by the owner and a mechanic who was on the premises. Full marks for a real live job of work.

Ardleigh, Essex.

HUGO H. L. GUTHRIE.

Footman's Job

"An Otherwise Exceptional Car." Have any of your readers solved the problem of shutting the doors on a Riley Pathfinder, especially from the inside? Much of the pleasure of this otherwise exceptional car is spoilt by the necessity of continually checking up and doing a footman's job whenever passengers are carried. The suppliers appear to be equally baffled.

Richmond, Surrey.

H. P. DAWSON.

Overdrives

Effortless Driver Control. In Mr. D. McGregor's letter (*The Autocar*, January 20) the question is posed—"Surely it is not beyond the powers of a designer to produce a four-speed gear box which will satisfy all requirements?"

The first consideration must obviously be a question of the performance factor or power-weight ratio. Considering, therefore, engines of relatively small to medium capacity with which we are largely concerned, it is necessary to provide a first gear ratio which will cater for an accepted standard of performance. At the other end of the scale, the high or direct fourth gear must provide for maximum performance coupled with a degree of flexibility to prevent too frequent use of gear change to a lower gear. The necessary compromise in direct gear (axle ratio) is not so pronounced with a four-speed gear box as with one having three-speeds.

Confining the argument to the instance quoted, the ratios of the Austin Westminster, normal transmission, are 3.91 to 1, 5.61

to 1, 8.05 to 1 and 12.96 to 1. The overdrive of American origin fitted to the Westminster provides a ratio of 0.7 to 1, therefore its application to direct and third gears gives the following:

O.D. Top: 2.73-1; Top: 3.91-1.

O.D. Third: 3.92-1; Third: 5.61-1.

This overdrive obviously offers no advantage in ratio operating on third gear, and its suitability for application to direct gear can be questioned.

The ratios suggested by Mr. McGregor would be unsuitable for the following reasons: the direct gear of 3.5 to 1 would be some distance removed from the desirable optimum; the moving of intermediate ratios upwards would mean that the bottom gear would fail to cater for the requirements of maximum load on extreme gradients to the accepted standard; and the performance of second and third gears would also be unfavourably affected.

However, considering the overall picture, it will be seen that it requires five ratios to bridge the gap between the essential low gear and the optimum final ratio.

I believe it true to say that the average driver—as distinct from the motorist or enthusiast—dislikes gear changing. The need, therefore, is for the alternative of a three-speed gear box with an overdrive operating on second and direct gears, or a four-speed gear box with an overdrive operating on direct gear only. With a satisfactory overdrive ratio, each will provide the essential low gear and the optimum high cruising gear, leaving the selection of direct gear (axle ratio) flexible.

An essential condition in such an overdrive application is that of effortless and complete driver control; power-sustained changes and engine braking under all conditions are additional desirable features.

B. J. POWERS,

Coventry, Warwickshire.

Laycock Engineering, Ltd.

Overland to Africa

Club Offers Advice. Regarding the wave of enthusiasm for travelling overland to South and East Africa, I advise all having serious thoughts of doing so for pleasure or to emigrate, to write to me at 45, Carlton Road, Torquay. C. HOWARD THOMAS.

(Club for Overland Parties to South Africa.)

Torquay, Devon.

Petrol Additives

"They Have Beneficial Results." I am astounded, when I learn that the best-of-a-bad-job fuel known as petrol with its acids is a delicately balanced effort (Mr. Peter K. B. Hodges, December 16). For years it has been nothing to write home about, and does not approach the fuel of the 1900s or so.

I have used upper cylinder lubricants (additives) since 1919, and all my engines have given exceptional service. The addition of one ounce of colloidal graphite to four gallons of fuel while lubricating the initial movements of pistons, lubricating pump parts, carburettor parts and valves can hardly affect this precious fluid.

It is quite unquestionable that several minutes elapse before the top ring and bore are adequately lubricated and it is quite unquestionable that petrol contains harmful acids we could well do without—the addition of additives therefore seems quite necessary. They certainly have nothing but beneficial results.

Johannesburg, South Africa.

R. H. MACDONALD.

Pennsylvania Turnpike

Comment on Scribe's Analysis. The analysis by "The Scribe," in his *Disconnected Jottings* (December 2) of the statement that 75 per cent more accidents occur on the Pennsylvania Turnpike at 20 m.p.h. than at 75 m.p.h. seems to be based on the assumption that the speeds of all cars on the Turnpike are under observation at all times.

I have seen similar statements in various publications and have always assumed that the data covered only cars that had been involved in accidents, and were based upon the notes taken at the scene by Highway Patrol officers. If this assumption is correct (and it seems to be more reasonable than to assume that, in some near-miraculous way, all cars not involved in accidents have had their speeds recorded continuously during their stay on the Turnpike) it would not be logical to question the quoted statement—at least, not for the reason given by "The Scribe."

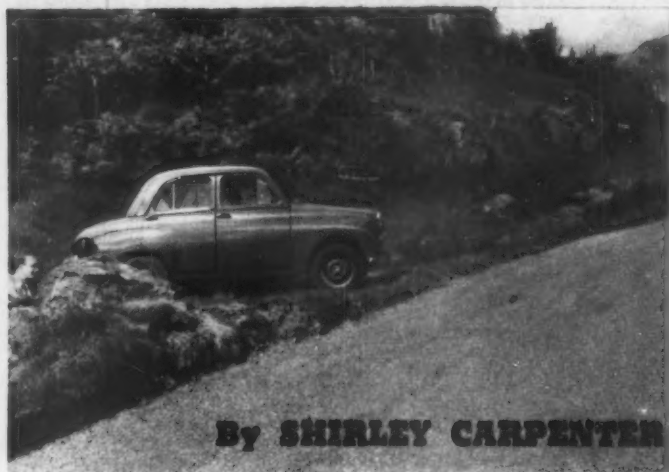
To summarise: assuming that the quoted statement really means that, of all accidents occurring on the Pennsylvania Turnpike, 75 per cent more occur at 20 m.p.h. than at 75 m.p.h., then data as to the speeds of any cars not involved in accidents are irrelevant.

Erie, Pennsylvania.

GEORGE R. METCALF.

SORTIES INTO LAKELAND

2. Campbell and Wordsworth



By SHIRLEY CARPENTER

The first part of this Lake District tour was published on January 20. The author stayed at Grange in Borrowdale, not far from Keswick, Cumberland



ULLSWATER, where on July 23 last year Donald Campbell set up the water speed record, was within easy reach of Grange. For most trips we had to pass through Keswick; it was full of hills, cars were allowed to park almost anywhere and the signposting was not very clear, so I have not very happy memories of the town. Its redeeming feature was the friendliness of the people, as everywhere in the Lake District. They treated strangers as though they were truly welcome, even down to the policeman who recited an old country rhyme ending in "Kiss me quick" when we asked for directions to a flower shop. It is all part of Cumberland's charm.

Not far above Keswick on the way to Penrith a road leads to the right, signposted to Castlerigg Stone Circle. The car climbs through to a bleak, moorland hill where the druid's stones lie round in full sight of surrounding mountains. It is a good, awe-inspiring spot for whatever they did at such places, particularly if the clouds are low and the hills are dark with rain. Seagulls mewed overhead, and we were not tempted to write on the stones in defiance of the "Do not" injunction.

By continuing in the same direction, you can rejoin A594 a few miles farther on. This is the winding, well-engineered road to Penrith, followed for seven miles or so until A5091 cuts off over the moors to the right. It hardly deserves the A classification, but is a pretty way leading down to Ullswater. It is worth going round by A592 to Patterdale and parking the car to walk along the far bank of the lake (the

south-east side) where there is no motor road for some way, and fewer trippers. The lake is very long, more like a Scottish loch; it provided the necessary length of straight water for Campbell's record-beating run. One is always wondering whether "this is the end up here, or does it go on again?"

From Patterdale A592 leads up past Brothers Water and over Kirkstone Pass. The hill is not very frightening, but the cars which pass on the downward run are going very slowly and one wonders why until, pausing on the moorland top, a glance back at the "dangerous, engage lowest gear" sign gives the answer.

At Town Head, nearer Windermere, a right fork leads by a minor way to Town End, where there is an interesting house kept up by the National Trust. There is not much architecture to admire in the district, but white-painted Town End with its traditional rounded chimneys is quite interesting. The collection of furniture, books and papers belonged to a yeoman family, the Brownes, who lived there from the time it was built in the seventeenth century until 1944, when the estate was handed over to the Treasury in place of death duties. Another right fork takes you steeply back to the main Lakes highway between Windermere and Ambleside.

The way back to Keswick, A591, was quite an old friend, and in September the traffic had thinned out a lot, except on Sundays when the roads streamed with cars. Above Grasmere the route is quite fast helped by stretches of three-lane road; the climb to Dunmail Raise followed by a stretch bordering Thirlmere is quite scenic. For a change one evening, we took the lesser road skirting Thirlmere on the west; it was quiet and, although the surface left much to be desired, the carriageway will take two slowly moving cars.

There is enough of interest in the Grasmere neighbourhood to make a second visit worth while. It was here at Dove cottage, not far from the main road, that Wordsworth lived from 1799 to 1808. In those days he could see the lake, now screened by other buildings. The garden rises high behind the white house and on the walls of the small rooms inside hang many portraits. It is dark inside, and one must look closely to see the features of opium-taking De Quincey, who took over the cottage when the Wordsworths moved to Allan Bank; of the poet's wife Mary Hutchinson, his faithful sister Dorothy and artistic giants of the day. This particular corner of the Lakes inspired amongst other poems *The Daffodils* and *The Prelude*.

In Grasmere churchyard are the Wordsworth graves. On the whole the churches are attractively simple, without



Hawkshead: "The town straggles along and encroaches on to the road"

boasting outstanding architecture. Grasmere is perhaps more ornate than many, and we liked the friendly interior cut down the centre by a wall of arches.

It was a day of rain and shine, and the great width of a rainbow against the fells made a wetting almost welcome. How they could change mood and colour, these fells! One moment the slopes would be like the skin of an olive in the sunlight, and then dark imps would hide the sun and a biting wind would toss flurries of hail across brown, frightening crags—a wholesome reminder that nature, like a spoilt child, must have her way at any cost. It is then that the sparrow hawk, still wings outstretched as he rides the sky above brown fells, inspires awe in the mind of man.

A walk along Loughrigg Terrace above the poet's lake is very pleasant, and there should still be time left to make a short circuit along the Langdale valley to Dungeon Ghyll. (The waterfall itself is a walk up towards the Pikes with their characteristic knobs.) Just past the Dungeon Ghyll hotel a road leads up very steeply, past a gate which a polite little boy held open for us, giving the car a good start up the first gear bends of the hill. From the top one gets a good view backwards and then the road, if it deserves that name, passes Blea Tarn. Just on the bend we came face to face with an Austin A30, and after the two drivers had sat grinning at each other with a "What happens now?" expression, I discovered a passing place not far back. The way led on past the foot of Wrynose, the pass leading via Hard Knott to the valley of the Duddon where the river runs a deep green in a gentler valley, with heather growing on the shallow slopes.

We ignored Wrynose, however, and dropped by the same hair-raising road to Elterwater. It was a pretty run, I understood from the passengers. Our "sherpa" was anxious to show us Hunting Stile, which got that name because it provided a low gateway between valleys for the hunt. They hunt on foot in the district. The steep hill down to Grasmere suddenly becomes unmade for a short stretch without much warning.

On a wet afternoon we decided to "do" Windermere, just to assure ourselves that it wasn't one of the nicest lakes. Perhaps the choice of weather was hardly fair, but we did not like A592 south from Bowness because it was difficult to see the lake. It is much less mountainous down here. Bowness itself gives a good view of Windermere, and the extreme south of the lake looked rather inviting with its moored boats. Conistone we liked better, in spite of the rain. The road which clings to the west bank is quiet (and narrow, too) going past Ruskin's house at Brantwood. It rises sharply beyond Conistone to Hawkshead Hill;



"Grasmere church is perhaps more ornate than many..."

half-way up a notice pointed "To the Tarn," and the car followed this still narrower road to the famous Tarn. It could have been very beautiful, and we got out of the car hopefully to walk round, but rain sent us scuttling in again—we didn't want another wetting. On the way home the wet road was a glass of electric blues, reflecting the dark clouds, and rain tore in sheets across the wind, dripping with giant fingers down from the mountain.

At Hawkshead is the grammar school, once attended by Wordsworth—a rather dull, brownish building with a sundial over the entrance and an impression of barred lower windows. The town straggles along and encroaches on to the road, and we were glad to find plenty of tea places. We missed B5286 on the way home, but joined it later by a nice minor road serving High Wray. It is nothing unusual to meet a herd of cows or a flock of sheep on the road, but as they poured past like molten lava making an island of the car, we were interested to watch the sheep dog rounding them up at the shepherd's command. It might make us late for dinner again but... one learns patience in the country.



"White-painted Town End with its traditional rounded chimneys..."

SPORTS CAR CHAMPIONSHIP OPENS

—and Maserati Takes the Lead

WHEN the gruelling 1,004.489 km of the Buenos Aires sports car race had been run, on Jan 29 Scuderia Ferrari had had to acknowledge defeat and the Maserati équipe had avenged their Grand Prix failure of the weekend before. In practising it had been made clear that the two works 4.9 Ferraris, developing some 370 b.h.p. and fitted with the short chassis Monza type of bodywork, were the fastest from point to point, but some doubts were expressed as to whether the transmission line would stand the test. The race was practically limited, so far as chances of victory went, to the two 4.9s against two 3-litre Maseratis, with a local 4.9 and a 4.5 to add spice to the affair.

Although Stirling Moss had spent a long time on Saturday deciding how best to leap into his Maserati for the Le Mans start, when the time came it was Oliver Gendebien, of Belgium, who shot off first with the works 3.5-litre Ferrari, followed by Fangio's 4.9 and a 300SL Mercedes-Benz. On the first lap the two factory 4.9s led, Fangio-Castellotti and Musso-Collins, with Sáenz Valiente-Camaño's private 1954 model third. This car had won the race the year before and great hopes were pinned on its performance, but in practice it had proved fractious and inclined to mix its gears. Bonomi-Cranwell's 4.5 coupé did not really get going until about half an hour had passed, and both Miller-Schroeder (Jaguar C) and Bruno-Bruno (Allard-Cadillac) were running-in their engines after practice blow-ups.

The order became Fangio-Musso-Sáenz Valiente-Moss-Gendebien-González (3-litre Maserati), but Moss was pressing Sáenz' big Ferrari hard and at seven laps took third place. Behind, the Venezuelan 3-litre Ferrari of L. Fayen-J. Rozende dos Santos (Fayen) was going very well indeed, as was De Tomaso's 1500 Maserati, ninth overall, being led by Miss Maria Teresa de Fillippis' 2-litre model.

At about twelve laps Sáenz Valiente spun at the roundabout and lost ten minutes, which put him off the leader board, and Oliver Gendebien, driving his 3.5 Ferrari very neatly, became fourth. The two big cars were gradually creeping away from Moss' Maserati, at the rate of some 3sec per lap. On lap six Fangio went round in 3m 32.9sec for the 5.9-mile lap (99.7 m.p.h.), six seconds slower than his best practice lap, and José Froilán González (Maserati 3-litre) ran third, half a minute behind Moss.

Musso knocked a second off Fangio's lap time and the average stood at 97.7 m.p.h., but the three-litre Maserati hung grimly on and after an hour's racing had lost only three-quarters of a minute. Sáenz Valiente's clutch was failing, and the other likely Argentine entry, Najurieta's 4.5 Ferrari, was stopping every two or three laps for water, until eventually the driver gave up. Grandio's 2-litre Maserati retired with no oil pressure.

Musso, trying very hard, accomplished his 26th lap in 3m 31sec—100.49 m.p.h.—the exuberant Miss Fillippis was now seventh and leading Guerini's 3-litre Maserati, but shortly afterward she was hemmed in on leaving the roundabout and had to dive off the road, sustaining abrasions but no serious damage. De Tomaso's 1500 Maserati was pressing on very hard and taking on two- and three-litre cars on equal terms. Fangio equalled Musso's best lap, but Moss was only 1m 29sec astern. Sáenz Valiente's co-driver Jorge Camaño drove in to retire, and Mayol's Porsche also dropped out. Miss Haskell was meantime enjoying herself hugely with the little blue-and-white Maserati, delighting the crowd who would shout "La Americana!" every time she passed (racing by women is practically unknown in Argentina).

Now the driver changes started. First Behra took over the fifth-place Maserati from Froilán González, then Miss Haskell handed over to her co-driver

Carlos Lostaló; then amid cheers Fangio stopped and the huge Ferrari was refuelled, but there was some difficulty in starting and 1m 46sec went by before the Ferrari got away. This meant that Musso went into the lead and Moss into second place. Musso stopped and Peter Collins took over in less than a minute, which meant that within a few laps both 4.9 Ferraris were running together and chasing Moss hard.

The three-litre Maserati, however, was amazingly fast, and the bigger cars could snatch only 2 or 3sec a lap from it, which was giving Ferrari's new team manager, Inginiere Sculati, some food for thought. He signalled Castellotti and Collins to pass Moss, but this was easier said than done! De Tomaso stopped for a clutch adjustment and Lostaló took over the class lead, driving Miss Haskell's Maserati. At forty laps Castellotti was twelve seconds behind Moss but when he was all set to pass, the Ferrari smote a dog, and in the resultant confusion and inevitable pit stop to check on damage, Castellotti lost two laps. Left to himself, Collins gradually overhauled Moss, while Castellotti restarted fourth, behind Gendebien-Hill (3.5 Ferrari, Hill up).

Then Moss handed over to Menditeguy and Collins quickly built up a big lead. Gendebien-Hill were still third and on the same lap, then came Castellotti-Fangio, Behra-González, and Landi-Guerini, the 3-litre Ferrari of Fayen and Dos Santos having been withdrawn with rear axle failure. Miss Haskell's Maserati, driven by Lostaló, still led the 1500 class at 55 laps—approximately half-distance—but De Tomaso's similar but newer car was rapidly overhauling it.

The lone C-type Jaguar had long ago disappeared, and of the very few "genuine" sports cars only a 300SL Mercedes remained, driven by Kovacs and Jara from Chile. At 60 laps it was running tenth, 8 laps behind the leader, Musso who had taken over from Collins.

Castellotti was now carving seconds off Menditeguy's advantage (Hill in the Gendebien-Hill car was third), but suddenly the situation changed from easy to critical for Ferrari, as Musso's 4.9 lost its rear axle. Menditeguy sang into the lead and shortly afterwards stopped and Moss took over, while in the other cars Hill passed, then spun and lost two laps straightening out coachwork, and Castellotti then became second and handed over to Fangio. All this left Moss leading with a lap in hand (about 3½ minutes), and Fangio with two hours in which to do something about it. Soon, however, the verdict was forthcoming. Fangio was managing to gain only five seconds or less per lap, not enough unless something happened to the Maserati. Would the three-litre car stand the strain?

At ninety laps Fangio was still inching closer; a lap later, disaster struck as the rear axle went on Fangio's car. So Moss, slowing up greatly, won at 96.13 m.p.h. from Gendebien-Hill (Ferrari) and González-Behra (Maserati). First and third for Maserati, and sweet revenge for the Trident.

RESULTS (race distance 655.4 miles, 104 laps of 5.9-mile circuit)

1. Maserati 3-litre (M. Moss and C. Menditeguy), 6hr 27min 37.9sec, 96.13 m.p.h.
2. Ferrari 3½-litre (O. Gendebien and P. Hill), 104 laps.
3. Maserati 3-litre (J. P. González and J. Behra), 101.
4. Maserati 1½-litre (De Tomaso and Tomassi), 94.
5. Ferrari 2-litre (E. Muys and C. Poia), 93.
6. Mercedes-Benz 3-litre (E. Kovacs and N. Jara), 80.
- Fastest lap: Ferrari 4.9-litre (P. Collins), 5 min 26.0sec, 100.11 m.p.h.
- Class winners: Up to 1,500 c.c.: De Tomaso and Tomassi, 1,881 to 2,000: Moss and Menditeguy; Over 2,000: Gendebien and Hill.



Stirling Moss, in the 3-litre Maserati which led the formidable 4.9 Ferraris across the line and gave Maserati the lead in the Sports Car Championship

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The Sport

EVERYONE will agree wholeheartedly with the award panel's decision to present the Ferodo Trophy for 1955 to Connaught Engineering. The Trophy is presented annually for the most outstanding contribution to the sport of motor racing during the past year, and there is no doubt that Tony Brooks' brilliant win at Syracuse fully deserves this description.

The Syracuse win made the Connaught the first British car to win a Grand Prix for over 30 years, but for some time it has seemed unlikely, for financial reasons, that the company could continue to race. At the presentation ceremony, however, Rodney Clarke said that they had every intention of carrying out a racing programme this season; probably two cars will be available. Although trade offers of support have been very generous, none has been up to the requirements of a full-scale Grand Prix racing team. The intention is to compete in possibly three Continental G.P. races and all major British events. Connaught's policy has always been to employ only British drivers, and tests to help select a small team will take place shortly.

FIRST APPEARANCE of the Aston Martin team this year will be at Sebring on March 24. Three cars have been entered and will be driven by Stirling Moss and Peter Collins, Reg Parnell and Roy Salvadori, and Carroll Shelby and Louis Brero. It looks as though David Brown will have to issue a long service medal to the team drivers; this year, Reg Parnell will be on the pay roll for the seventh year in succession, Peter Collins for the fifth, Roy Salvadori for the fourth, and Peter Walker and Tony Brooks for the second. Stirling Moss, who leads the team this year, is the only newcomer.

Recently the Aston Martin *equipe*, consisting of the three Sebring cars and a practice car, spent several hours at Goodwood during which Moss was introduced to the *marque* for the first time. With the temperature at around zero and a patch of ice here and there, Moss lapped progressively faster until he had unofficially clipped some 3 secs. off the fastest lap recorded at Goodwood by an Aston Martin, and .8 sec. off Hawthorn's sports car lap

record of 1 min. 34.8 secs.—established during the Goodwood Nine Hours last year in a 750 Monza Ferrari. This was in the practice car; the Sebring cars have a higher axle ratio less suited to Goodwood; apart from the fitting of larger brake discs and wheel cylinders, they are structurally almost identical to the cars raced last year.

Moss was obviously completely at home with the car—as his lap speeds proved—and asked only for slight adjustments to tyre pressures to suit his taste in handling characteristics, the Aston Martin being particularly sensitive to small pressure differences at front and rear. He was very impressed by the disc brakes and told John Wyer that he felt the chassis in its present form could easily cope with an extra 50 b.h.p. Roy Salvadori was also present to try his Sebring car, and Roy Parnell (nephew of Reg), who does all Aston Martin's test driving, covered many laps in the Sebring cars to run them in thoroughly, bed the brakes and ensure that they will arrive in America at the peak of their form and ready to race.

PIERO TARUFFI has signed a contract to drive Maseratis in sports car events during the coming season.

BOTH FERRARI & MASERATI have announced that they will run in the Agadir G.P. (March 11).

Ferrari entries for Dakar have not yet been announced; Maserati will send two 3-litres and no fewer than six 2-litres. Maserati drivers will be Bellucci, Giardini, Cornaccia, Landi, Musy and Monneret for the 2-litre cars, and Behra and Perdiss for the 3-litres.

DURING THE EXISTENCE of Ecurie Ecosse, David Murray has shot a considerable footage of film with the intention of producing a potted history of the team. Unfortunately, the filming has necessarily been somewhat restricted because, during the races, he has been confined largely to the pits. He has asked me to pass the word round to any moving camera operators to let him have any shots they may have of his cars in action. All his filming has been done with 16 mm. colour.

Thanking you in anticipation, I remain . . .

DESMOND TITTERINGTON, apart from getting married recently at St. Columba's Church, Knock, Belfast, to Miss Paddy Davis—all good wishes to them—has signed a contract with Connaught Engineering to drive their formula 1 cars in all British events this season; this is, of course, subject to his prior commitments with Jaguar for sports car events. He may also drive for Connaughts in some Continental Grands Prix.

THE LE MANS DATE is not the only one that is still in doubt. The original date (and the one in the International Calendar) for the Targa Florio was April 15. Vincenzo Florio immediately objected to this date on the grounds that the winter storms often carry the mountain road away, and the time is too short to carry out repairs. It has been announced that a June date has been allotted, but this is, as yet, unconfirmed. Florio has asked for July 22, but if this is not available he would be prepared to accept the June allocation.

STIRLING MOSS has been invited to drive at Indianapolis next May as a member of the John Zink team—one of whose cars won the race last year. It would certainly be a way of gaining a few Championship points, Indianapolis counting as it does towards the World Championship for drivers as a *grande epreuve*—the American G.P., in fact. It would also be following in father's footsteps, as Alfred Moss drove at Indianapolis three times.

His decision to accept depends upon whether or not he can get permission from Maserati.

IF IT IS HUMANLY POSSIBLE to run a rally on public roads without causing annoyance in any quarters, the organizers of both the Cats' Eyes and Riverside rallies should have achieved this aim. Both routes were confined to a very great extent to minor roads, and time controls and route checks were sited as far as possible from sleeping villages and houses; this is particularly important with regard to route checks, where cars are liable to mill round, lights shining in all directions, while crews search for the lettered board or whatever it is that must be found.



The organisation of both was extremely thorough and well handled; in the Cats' Eyes the entry was around 250 cars and the 400-mile route was confined to Kent and East Sussex—with such an entry and compact itinerary, lack of organisation could entail considerable disorder. The presence of two officially-entered police cars in the Cats' Eyes was encouraging; at least the authorities on whom, ultimately, the future of rallies in this country depends, are sufficiently enlightened to take an active part in them and, presumably, still have an open mind.

It is difficult to decide whether or not it is a good thing that cars should run without competition numbers; in both these events they were not worn. In general, I think that, psychologically, competition numbers are a bad thing. To the lay public, any car bearing a number is likely to be travelling faster, or more forcefully, than one without. In any case, the uninformed unfailingly regard any numbered car as a "racer", engaged in a speed event. Then there is the fact that if a competitor in an un-numbered car does anything stupid, his error does not go down in the public mind as another black mark to the sport. On the other hand, of course, it does not require a Sherlock Holmes to account for the sudden appearance of a succession of cars, a hundred or two strong, in a remote part of the country at the dead of night—numbers or no numbers. In spite of this, I think that the answer is—no numbers wherever possible.

THE M.C.C.'s annual classic, the Land's End Trial, will be held again this Easter, from March 30 to 31. An extremely popular event held at the time of year when the West Country is looking its best, the Land's End will follow the familiar lines; from the three starting points, London, Launceston and Kenilworth, the cars set out on a night drive to the West, leaving the main roads early on the Saturday morning and striking off for the north coasts of Somerset, Devon and Cornwall. Many of the familiar observed sections will be included—Beggars' Roost, Darracott, Hustyn and Bluehill Mine. After a mileage of approximately 360, the finish will be at Land's End.

Regulations and entry forms are

available from J. A. Masters, The M.C.C., 76, Kinnerton Street, Knightsbridge, London, S.W.1. Entries have been coming in well so far, 90 being received within the first three days of announcement; the entry list closes on Saturday, March 10.

RESULTS of the Clee Hill Trial, held on February 5, are as follows: Clee Hill Trophy: Chandler 1,172 (E. J. Chandler). Bell Cup: M. and L. 1,172 (M. H. Lawson). Bromsgrove Cup: Cannon IX 1,172 (R. Kemp). Hagley Cup (best supercharged car): Dellow 1,172 (E. J. P. Reynolds). First-class award: Cranford 1,172 (J. Deeley). Second-class awards: Austin 1,172 (J. S. Jenkins); Squamigerous 1,172 (F. T. Lewis); P.A.H. Special 1,172 (B. H. Dees). Team Award: The Clots (J. Deeley, F. T. Lewis and B. J. Bodenham).

APOLOGIES to Mrs. Joan Johns: In the Monte Carlo Rally report (January 27) her Austin A.90 was incorrectly referred to on one occasion as Miss Pat Moss' car. The car was, in fact, a B.M.C. works entry, entered in Joan Johns' name with Pat Moss as co-driver.

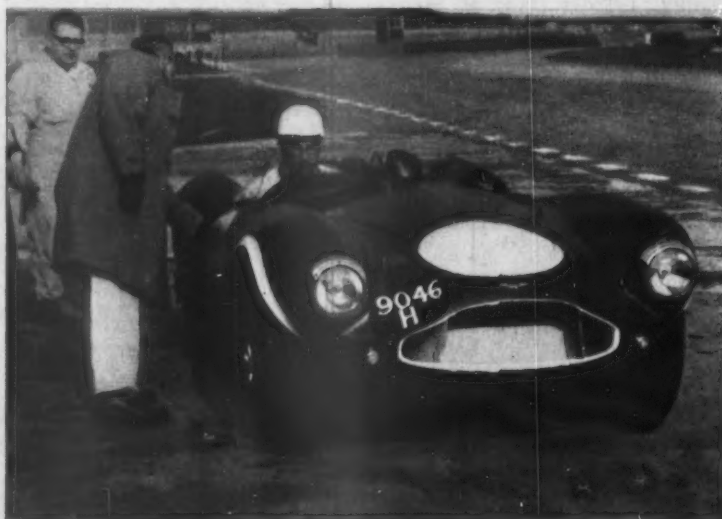
MARKINGS FOR THE B.R.D.C. Gold Star are at present as follows: Moss 50.75; Gaze 28, Whitehead 22; Hawthorn 18; Marr 14 and Parnell 13. Counting events so far have been Nassau, New Zealand G.P., Argentine G.P., Dunedin, Buenos Aires 1,000 kilometres, Lady Wigram Trophy and the Medoza G.P.

RESULTS of the Hants. and Berks. M.C. Riverside Rally, held during the extremely wintry weekend of February 11-12, are as follows:—

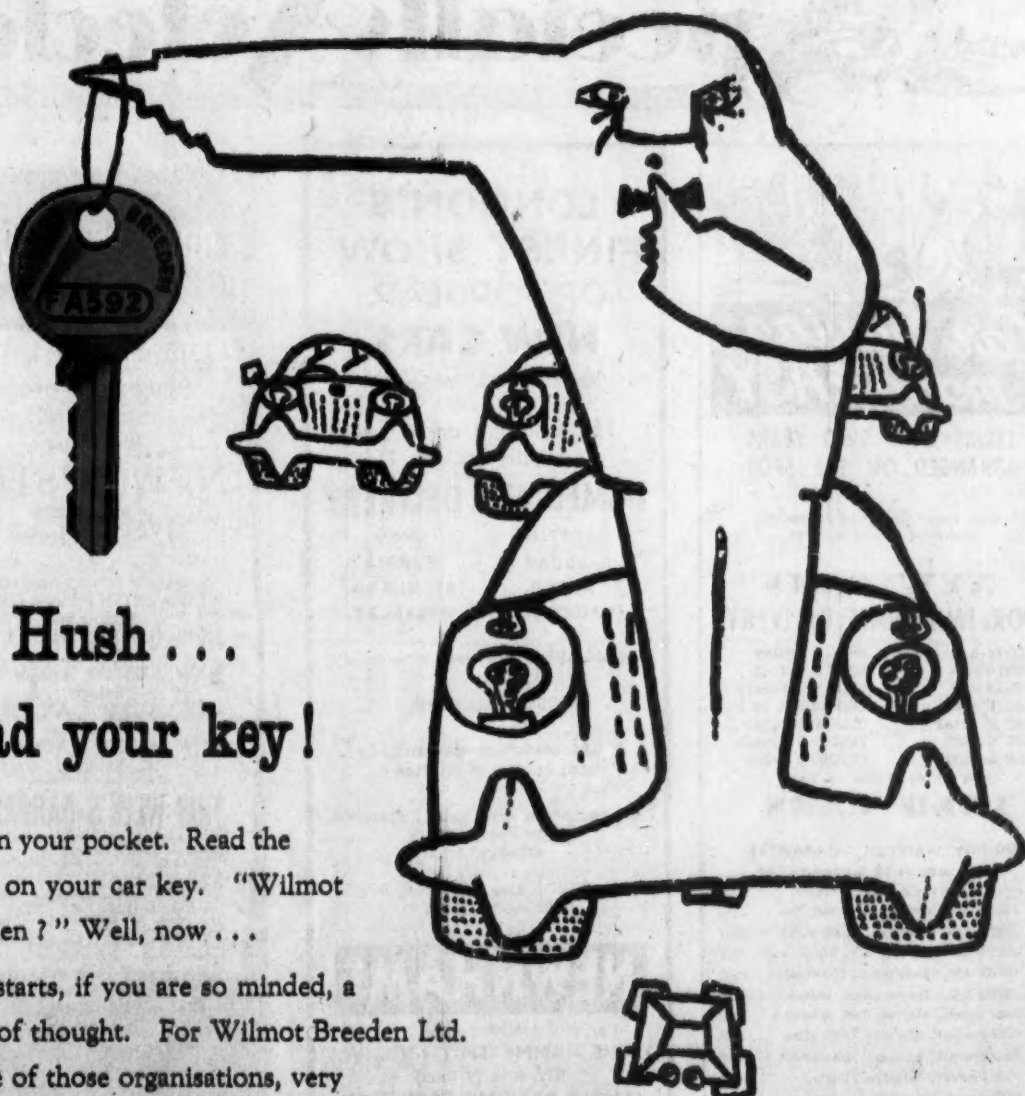
Best performance: Austin A.70 2,220 (P. S. Ford and R. A. Hubbard). 68 marks lost. Class winners: Cars up to 1,300 c.c.: Standard 948 (J. R. D. Rushton and M. P. W. Irlton). 120: 1,301 to 2,000: Ford Consul 1,508 (R. L. Purnell and E. A. Gardner). 101: Over 2,000: Austin A.90 2,660 (R. Parker and D. Donovan). 83. Team award: Circle C.C., Standard 948 (R. C. Boucher) and Ford Consul (J. R. Paul); M.G. Magnette 1,482 1,508 (R. L. Purnell). 366 aggregate. Mixed crew award: Austin-Healey 2,600 (H. G. W. Kendrick and Miss P. Wright). 100. Ladies' award: M.G.A. 1,489 (Miss P. Moss and Miss A. Wisdom). 468. Best performance in special tests: Austin A.40 Sports 1,200 (R. Randall).

AMONG THE FEW concrete facts that have emerged from the C.S.I. meeting at Monte Carlo on January 24 is a list of Grade I drivers who may not take part in National events held outside their own country: Behra, Castellotti, Claes, Collins, Fangio, Farina, Frere, Gonzales, de Graffenried, Hawthorn, Herrmann, Kling, Lang, Musso, Moss, Perdisa, Pilette, Rosier, Schell, Simon, Taruffi, Trintignant, Villorelli and Wharton.

FOLLOWING THE Argentine G.P. and the Buenos Aires 1,000-kilometre race—the first events to count towards this year's World Championships for drivers and for sports cars—the markings are as follows (the Mendoza race does not count towards either championship, being for formule libre): Drivers: Jean Behra, 6 points; J. M. Fangio, 5; L. Musso, 4; J. M. Hawthorn, 4; O. Gendebien, 2; Landi and Guerini, 1½ each. Sports cars: Maserati, 8 points; Ferrari, 6; Mercedes Benz, 1.



Unfamiliar wear: Stirling Moss sets out at Goodwood in the 1955 DB3S practice car. Within a few laps he had not only beaten the fastest-ever Aston Martin lap time handsomely but had clipped .8 of a second off the Goodwood sports car record.



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'53 FORD Prefect, beige/red, heater	4395
'55 FORD Consul convertible, 9,000 mls	4685
'54 HILLMAN Minx, blk Vill sal, heater	4345
'55 HILLMAN Minx sal, blk/red, heater	4395
'51 HUMEH Bank, radio, htr, 4 covers	4455
'55 MORRIS Minor, blk/red, 8,000 miles	4535
'54 MORRIS Minor, main grey/red, htr	4485
'53 MORRIS Oxford, green hide, heater	4305
'54 MORRIS Oxford, series 11, blk, htr	4425
'55 MORRIS Cowley, black/red	4635
'54 ROVER 75, blk/red hide, heater	4785
'54 STANDARD 8 sal, blk, 6,000 miles	4445
'53 STANDARD Vanguard, black, heater	4445
'51 TRIMBLE Mayflower, maroon, htr	4135
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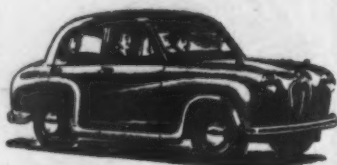


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ACE (July) 1955 B.R.G., polished, Alfin brake drums, heavy duty valve springs, capable 110 m.p.h., specimen; £1,195.

CHIPSTEAD Motors, Ltd., 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052/7253/7154. (C1046)

A.C. (Greyhound) 1936/7, 4-seater saloon, spares easily obtainable; £255.—Snelson, 225, Bond St., Maclefield. (2814)

A.C. All enquiries for new or second-hand Ace 'Acceca', A.C. 2-litre cars should be addressed to A.C. Distributors, Swanmore Garage, Ltd., 1176-1180, Christchurch Road, Boscombe, Bournemouth, Southbourne 43344 and 43345. (C4024)

1936 A.O. Greyhound, very good condition throughout. 4 good tyres. New Dagenite battery. £110 o.n.o.—Box No. 0492. (2712)

1955 Immaculate unmarked, unraced Ace, £1,185. Aceca with several extras. Price on application. Rudds, Sussex Distributors, adj. Central Sta., Worthing 7773/4. (2724)
ACE, late 1954, immaculate throughout, dark green. £295.—40, Market St., Watford 6703, after 7 p.m. (2556)

ALFA-ROMEO

ALFA Romeo. Concours specimen 1750 Zagat's, completely rebuilt for exhibition purposes. £225.—Rudds, adj. Central Sta., Worthing 7773/4. (2725)

ALLARD

VARE Motors, Ltd., offer:—
1949 Allard drophead coupe, cream, red leather, heater, engine completely overhauled, sound car; £295. 472, Archway Road, Highgate, N.6. Mou. 9039. (C4074)

1952 model Allard M.2.X, drophead coupe, recond. engine, heater, spots, wing mirrors, etc., rotary economisers giving 22 m.p.g.; £395. Terms and exchanges.—Kington Car Sales, Kingston Car Sales, Kingston 9635, or Molesey 1178. (2827)

1946 Allard special sports 2-seater, in outstanding condition throughout. Extremely attractive; £285 or terms.—Bray Motors, 180, West End Lane, N.W.8, Ham. 6490 (C1024)

ALLARD

1949 4-seater saloon, two owners, superb bargain, £245. Terms, exchanges.—Richards and Carr, Ltd., 35, Kinnerton Street, S.W.1. Sloane 6424. (C3045)

ALLARD 48, drophead. Good order throughout, £285. Exchange with J.2. Cash adjustment.—J. Farthing, Tintinhull, Yeovil. (2610)

ALVIS

GATEHOUSE offer:—

1953 Alvis 3-litre black saloon, radio, heater, £745.

1950 Alvis 14 black saloon, immaculate condition, £595.

1949 Alvis 14 black saloon, heater, 2 owners, £325.

1949 (May) Alvis 14 Saloon, black and silver, one owner, heater, £525.

1948 Alvis 14 saloon, electric windows, heater, immaculate, 2 owners. £510.

1947 Alvis 14, black and silver, £445

1934 Alvis Speed 20 saloon, black with Charlesworth body, £110.—

Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel.: Mountview 4444. (C3021)

CASS'S Motor Mart.

1950 Alvis 14/70 saloon, black, radio and heater, genuine 36,000 miles, unblemished. £650. Written guarantee.—5, Warren Street, W.1. Euston 4110. (C1040)

DUNHAM and Haines offer:—

1952 Alvis 3 litre saloon, black/fawn, radio, heater.—Dunham and Haines, 46, Castle Street, Luton. Tel. 2100/1. (C1079)

CHIPSTEAD Motors, Ltd., offer:—

T.A. 21, 1951 sports saloon, maroon/champagne, radio, heater, pass-lamps, washers, chrome rims, low mileage, unblemished, brakes, relined, etc.; £675.

CHIPSTEAD Motors, Ltd., 197, Fulham Road, Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

DERNGATE Motor Company, Northampton. 1953 September Alvis 3-litre saloon, two colour, blue/grey, red leather. One careful owner. Heater, screensprays, spotlight. — Sheep Street, Northampton 99. (2390)

ALVIS

GATEHOUSE offer:—

1953 Alvis 3-litre black saloon, radio, heater, £745.

1950 Alvis 14 black saloon, immaculate condition, £595.

1949 Alvis 14 black saloon, heater, 2 owners, £525.

1949 (May) Alvis 14 Saloon, black and silver, one owner, heater, £525.

1948 Alvis 14 saloon, electric windows, heater, immaculate, 2 owners. £510.

H. A. Saunders of Worcester.

1949 Alvis 14 h.p. drophead coupe, black, fitted many extras, immaculate example, guaranteed. £525. —Austin House, Castle Street, Worcester. Tel. 6371. (C4005)

1937 Alvis Speed 28 4-door sports saloon, 30,000 miles since works £200 overhaul. Very well maintained car, £315.

ERIC Hayes, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Ambassador 6269. (C2033)

MAYFAIR Country Cars offer:—

1945 December Alvis 14 utility, coachwork by Lark's, fitted radio, superb condition, taxed, £350.—7, George Yard, Grosvenor Square, W.1. Mayfair 0181. (C3006)

BROOKLANDS Wholesale and Retail.

NEW three litre Grauer saloon, enquiries. New Alvis 21/100 saloon, full delivery.

1955 Alvis 3-litre 21/100 saloon.

1954 Alvis 3-litre 21/100 and standard saloon, confidential terms, exchanges. —108, New Bond Street, London, W.1. MAYfair 8351 (C1029)

£695 || 1952 Alvis 3-litre deluxe saloon, only one owner, specimen condition.

LAMBS, of Wood Green (Established 1897), 100 guaranteed cars. Exchanges. Hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

1928 Alvis 12/50 2-seater, exceptional car, including many spare parts; £100.

J. DAVY, Ltd., 180/184, Kensington High Street, W.8. Wes. 7181, 215, Brompton Road, S.W.3. Knightsbridge 4215. (C1069)

USED CARS FOR SALE

ALVIS

1950 Alvis 14 Model T.A. 14 duo tone grey and maroon, wind tones, flame thrower, radio and heater; £2465.
MAKIN & Harrison, Ltd., 492/496, High Road, Chiswick, W.4, Chiswick 0558 and 2619.
 1948 Alvis 14/70 saloon, grey/red leather, in excellent condition throughout. £445.—**Seymour and Clements, Ltd.,** 38, Watford Way, Hendon, Central, N.W.4. Hendon 2146. (C4007)

AMERICAN CARS

SIMPSON'S offer:—

1955 r.h.d. Chevrolet Bel-Air, V.8, r. and h., all extras.
 1955 r.h.d. Dodge, V.8, Royal, hydraulic drive, power brakes, r. and h., all extras.
 1953 Plymouth shooting brake, r. and h., signals, 6 passenger, cream and grey.
 1950 Chevrolet 2-door, r. and h., all extras.
 1949 Ford Custom convertible, r. and h., all extras.
 1949 r.h.d. Chevrolet, r. and h., all extras.
 1948 Oldsmobile, 6 cyl. 4-door saloon, r. and h., signals, seat covers.
 1939 r.h.d. Buick, 4-door.
 1947 Packard Clipper, r. and h., all extras.
 1947 Packard limousine, 7-seater, r. and h., with face forward occasional seat and division.
 1953 Lincoln Capri, hydraulic drive, power brakes, power steering, electric windows.
 1951 Plymouth convertible, r. and h., all extras.
 1953 Ford Mainline, r. and h., all extras.
 1954 Ford Crestline, Fordomatic, r. and h., one owner.
 1954 Buick, r. and h., all extras.
SIMPSON'S MOTORS (WEMBLEY), LTD. (American Car Specialists), 345, High Rd. WEMBLEY 8691/3903. (C4015)

PEDIGREE Cars offer:—

1955 (November) Oldsmobile Super Rocket 88, electric drophead coupe, as new, fully equipped, hydromatic, radio, heater, white wall tyres.
 1955 Studebaker Champion Farina style, right-hand drive deluxe 4-door saloon, completely equipped with overdrive, radio, white wall tyres, in works mileage condition.
 1951 Buick all electric drophead coupe, radio, heater, white walls, most outstanding specimen.
 1949 Studebaker Champion electric drophead coupe, radio, heater, overdrive, immaculate, terms, exchanges. We accept English cars in part exchange. London's best buyers.—340/2, Euston Rd., N.W.1. Euston 7889. (C3093)

AMERICAN CARS

1953 Ford Custom Line, radio, heater, in exceptional condition.
SCOTT Cars, 341/7, Finchley Road, Hampstead 7779, 8676. (C4016)

JOE Thompson Motors, Ltd. offer a selection of late model cars in excellent condition, at competitive prices as detailed under Classified headings, to be seen at our showrooms at—91-3, Fulham Rd., South Kensington, S.W.3. Kensington 4888. C 4028

PACKARD Ultramatic saloon, fitted with all usual extras, unmarked. Hire purchase can be arranged. £1,650.—All enquiries to **Webb Bros. (Engineers) Ltd.,** Fighting Cocks, Wolverhampton. Phone 36729. 2680

1948 Pontiac Convertible, power hood, re-chromed, re-sprayed silver grey/maroon, new ho od, radio, heater, good tyres, a magnificent car in outstanding condition throughout. Any make of car in part exchange. H.P. £395.—**Harry Davies Car Sales,** 128/132, Manor Park Road, Harlesden, N.W.10. Wil. 7172. 2806

AMERICAN Dodge cars—1955 unregistered, 2 only, one green, V8 engine, 4-door sedan. One scarlet and black, 6 cylinder engine, 4-door saloon, automatic transmission. Every possible extra.

NORTH Eastern Motors, Ltd., Railway Street, Newcastle-upon-Tyne. Phone 36234. 2770

ARMSTRONG SIDDELEY

W.M.

WELBECK Motors for new and used Armstrong Siddeley. A selection from our current stock of used cars:—

1955 (reg. Nov. '54) Sapphire Saloon, automatic gear box, finished in blue and grey with red hide, as new; £1,395.

1955 Sapphire saloon, synchromesh gearbox, duo green, mileage 10,000 approximately, as new; £1,295.

1953 Sapphire saloon, pre-selector gearbox, duo grey, with red upholstery, mileage only 10,000, superb condition; £925.

WELBECK Motors, Ltd., 107, Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. (C4049)

G.E.

1947 16 h.p. Armstrong Siddeley Typhoon, 2-door 4 light sports saloon, immaculate throughout, in black, chromium, beige interior, manual gearbox, heater, de-misters, radio, etc. A beautiful example. Written guarantee. 298 guineas. Hire purchase, part exchange.—**Geoffrey Edwards, Ltd.,** Amenbury Lane, Harpenden, Herts, Harpenden 118. (C2000)

ARMSTRONG SIDDELEY

P. & J.

PASS and Joyce, Ltd. (England's largest distributors) offer:—

1952 (November) Whitley, black, immaculate, one owner since new, pre-selector; £595.

1953 (June) Whitley, duo grey blue, blue trim, exceptionally clean; £645.—184-185, Great Portland St., W.1. Museum 1001. (C3039)

1954 Armstrong Siddeley Sapphire in two tone grey. Synchromesh box. Absolutely as new. 18,000 miles. Cash or part exchange.—**Jackson, Faringdon (Berks.)** 2237 (2747)

CAR MART, LTD.

1955 Armstrong Siddeley Sapphire saloon, manual box, radio, heater, black and beige with beige upholstery; £1,295.

CAR Mart, Ltd., 297, Euston Road, N.W.1. Euston 1212. (C1039)

GUY Salmon Automobiles offer:—

1955 Armstrong Siddeley Sapphire saloon, synchromesh gearbox, dark blue/blue leather, 5,000 miles only from new, one owner, radio; £1,295.—**Portsmouth Road, Thames Ditton, Emberbrook 5551-2-3.** (C4001)

ARCHIE Simons and Co., Ltd.

1952 Armstrong Siddeley Whitley 6-light saloon. Black/brown leather, manual gear change, nominal mileage, one owner, excellent condition; £595.—93, Gt. Portland St., W.1. Langham 1343. C4013

CENTRAL Garage (Croydon), Ltd., offer:—

1954 (Jan.) Armstrong Sapphire saloon, finished in silver grey with red leather, synchromesh gearbox, fitted radio, wing mirrors, one owner, a very good specimen; £950. Fell Road, Croydon. Tel. Croydon 7464. (C1098)

DUNCAN HAMILTON & CO. offer:—

1954 Armstrong Siddeley Sapphire saloon, grey with blue leather interior, fitted radio, heater, etc., pre-electric gear box, director's car, completely faultless throughout; £995.—33, High Road, Byfleet, Surrey. Byfleet 3101 by day and night. (C1091)

HERE is the cheapest and most probably finest 1954 Sapphire saloon obtainable, duo grey finish, one owner, H.M.V. radio, really immaculate; £925. Space urgently required.—**H. A. Saunders,** 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

1951 Armstrong Siddeley Lancaster saloon. Heater, radio, etc. Engine overhauled. Showroom condition; £450.

HATTON Cross Garage, Great South West Road, Feltham, Middlesex. Tel.: Feltham 2176. (C2092)

1952 Armstrong Siddeley drophead, £370.—Oldfield, 386, Kensington High Street, W.14. WES. 6631. (C3029)

USED CARS FOR SALE

ARMSTRONG SIDDELEY

1949 Armstrong Siddeley drophead coupe, in excellent condition throughout; £375.

SCOTT Cars, 341/7, Finchley Road, Hampstead 7779, 8876. (C4016)

1954 Armstrong Sapphire, 10,000 miles only. Beautiful condition throughout; £2975.—Sidney Marcus, Ltd., 33, Sloane Square, S.W.1, Belgrave 3721. (C3006)

£350. 1950 Armstrong Lancaster coupe. Two tone beige. New hood.—Haverstock Garage, Haverstock Hill, London, N.W.3, Tel.: Gulliver 2422. (C3093)

CHARLES Follett, Ltd., official Armstrong Retailers, offer:—

1955 Sapphire saloon, automatic gear box, power steering, adjustable ride control, radio, laminated windscreen, colour grey. This car has covered a genuine 3,000 miles only, and is absolutely as new. Showrooms, 18, Berkeley Street, W.1. Mayfair 6266. Service, Works and Stores: Barnsdale Road, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

£465 ||| 1951/2 Armstrong Siddeley convertible, specimen condition, one owner, 23,000 miles.

£595 ||| Armstrong Siddeley, 1952/3 Whitley sports saloon, one owner, like brand new.

£395 ||| 1949 Typhoon sports saloon, beautiful, clean, spotless condition.

LAMBS, of Wood Green (Established 1897). 100 guaranteed cars. Exchanges. Hire purchase.—421-423, High Rd., Finchley, Finchley 6223. (C3092)

1955 series Armstrong Sapphire, twin carbs, fitted and checked by Armstrongs at 2,000 miles. 6,000 miles, one owner, worked and very carefully looked after, unmarked and in immaculate condition; £1,350.—Aerocars, Key Street, nr. Sittingbourne, Kent, 40 miles London. (C3813)

1946 Lancaster, grey, red hide, radio, heater, fog lamps, sliding roof, wing mirrors, £125 spent last year reconditioning engine, steering and brakes; £285.

J. DAVY, Ltd., 180/184, Kensington High Street, W.8. Wes. 7191 215, Brompton Road, S.W.3. Knightsbridge 4215. (C1009)

1954 Armstrong Siddeley 4-door saloon Sapphire, brand new condition, guaranteed unused; £290, plus P.T., or nearest offer.—Mon. 4213. (2327)

1955 Armstrong Siddeley Sapphire l.w.b. 7-passenger saloon, mileage 6,000, colour black with leather upholstery, seat covers to rear, radio; offers.—Leamington Automobile Co., Ltd., 2, Parade, Leamington Spa, Tel. 867-668 2344

ARMSTRONG SIDDELEY

£925 ||| Sapphire saloon, 1954, low mileage, immaculate specimen with built-in heater and radio, windscreen washers, exceptional order throughout.

CAMDEN Motors, Leighton Buzzard 2041. Write for catalogue. Showrooms opened until 8.0 p.m. (C1035)

1953/50 Armstrong Sapphire full limousine, finished in black with fawn cloth to the rear and black leather in front. Fitted with radio in rear compartment and heater control in both compartments. Best quality mole hair rug, also special designed suitcases in boot. Mileage 1,400 miles, and is offered at a very substantial saving under list price which was approximately £3,000 with extras. Price £2,375. Bell's Service Garage, 144, London Road, Kingston, Tel. KIN. 1185. (C1016)

1954 Sapphire (August), pre-selectric, director's car, immaculate condition, in 2 colours of green, mileage only 16,000; £1,050.—Apply J. E. M., 17, Bentinck St., London, W.1. Welbeck 9191 (2292)

H. BEART and Co., Ltd., offer:—1953 model Armstrong Siddeley Whitley saloon, radio, heater, beautifully maintained throughout, well above average; £275.—102, London Road, and High Street, Kingston-on-Thames. Telephone 9348. (C1061)

1955 ARMSTRONG Whitley saloon, one owner, black, superb condition. £525.—Park Garage (Molesley) Ltd., Hampton Court Way, Molesley, Surrey. Tel. Molesley 6199 (C3097)

1951 Armstrong Siddeley 7-seater limousine, black; £245 o.n.o.—51, St. Leonard's St., Stamford. Phone 2306. (2670)

ACLAND & Tabor, Ltd, Welwyn By-Pass, Hert. Welwyn 481/2/3, offer:—

1955 Armstrong Siddeley Sapphire, automatic, finished two tone green, one owner, exceptionally low mileage, as new throughout; £1,495. Maximum H.P. terms, etc. (C1001)

ASTON MARTIN

C.H.C. (Aston Martin Buyers). 1954 Aston Martin D.B.34, 3-litre, an immaculate car that has covered only 16,000 miles; £1,995.—Cartwright Hamilton Cars, Ltd., 289, Kensington High Street, W.14. Western 0207. (2839)

CHIPSTEAD Motors, Ltd., offer:—D.B. III, 1953, most successful car, ex-Don Beaumont, works maintained, 3 Weber carburettors, Alfa red, fitted with grey carpets and tonneau, fantastic performance; £1,485. CHIPSTEAD Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0062/7263/7254. (C1046)

ASTON MARTIN

DUNCAN HAMILTON & CO. offer:—1953 Aston Martin D.B.2 saloon, 16,000 miles, green with grey interior, vantage engine, beautifully maintained, in faultless order throughout.—£1,495.

1951 Aston Martin D.B.2 saloon, black with red leather interior, complete overhaul 9,000 miles ago, offered at £1,135.—33, High Road, Byfleet, Surrey. Byfleet 3101 by day and night. (C1091)

COOMBS and Sons (Guildford) Ltd. MARCH, 1955, Aston Martin D.B. 2/4 3-litre, 2-tone black and silver, special steering wheel, loose covers, 12,000 miles only, Alfa brake drums; £1,950.—Portsmouth Road, Guildford, Surrey. Tel. Guildford 62907. (C1057)

BROOKLANDS Wholesale and Retail.

NEW Aston Martin D.B.3 'S' for delivery.

1953 Aston Martin D.B.2 saloon, fitted vantage engine, confidential, terms, exchanges.—103, New Bond Street, London, W.1. MAYfair 8351. (C1029)

1953 (June) Aston Martin D.B.2. Red. Heater, washers, etc., modified suspension. One owner. Works maintained; £1,150. Terms.—W. Hubbard, 281/3, Tottenhall Road, Wolverhampton 51570. (2808)

ASTON Martin DB2 saloon, late '52. Vantage, new Michelin Xs and new Double Life Exide, green with cream interior, sound throughout, private sale only; nearest £1,325.—Tel. during day Aintree 2361. (2266)

1954 Aston Martin DB2-4 sports saloon, black with cream leather upholstery. Fitted H.M.V. radio, heater, screen washers, spot lamps and 4 new Dunlop Speed tyres. In immaculate condition. Maintained regardless of cost. Would consider suitable car in exchange; £1,725.—Rolls, Hermitage House, Hermitage, Newbury, Berks. Hermitage 282 or Newbury 2008 during business hours. (2732)

AUSTIN EIGHT

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1946 Austin 8; £295.—355, High Road, Wembley, Middx. Tel. WEMBLEY 4423. (C4015)

HERE is the cheapest 8 h.p. 4-door sun roof saloon obtainable, £210. Space urgently required.—H. A. Saunders, 144, Golders Green Rd., N.W.11, Speedwell 0011. (C4004)

1941 Austin 8 saloon, blue upholstery, seat covers. Fine condition, economical; £195.—Hillwood Motors, Mill Hill (London) 4232. (2778)

AUSTIN TEN

1947 Austin 10, immaculate; £315.—Kirkdale Cars, Kirkdale, Sydenham, Tel. Sydenham 6129. (C2068)

USED CARS FOR SALE

AUSTIN TWELVE

£255. 1947 Austin 10 de-luxe saloon, heater, excellent condition. Terms. —Autoships, 5, High Road, Balham 1509. (C1009)

1946 Austin 12 saloon, reconditioned Austin engine, magnificent, guaranteed; £295. Payments. —Vaughan, 17, Astwood Mews, S.W.7. Frohisher 1319. (C4078)

AUSTIN SIXTEEN

HEARSES, Hearses, Hearses.—We build bearers or decks on the 16 chassis. Brochures available.

ALPE AND SAUNDERS (COACH-BUILDERS), Ltd., Station Approach, Kew Gardens, Richmond 1161 (C1102)

A. & S., Ltd. 16 h.p. hire limousines. Full range of guaranteed cars from £525. Extra if fitted Standard diesel.

ALPE & SAUNDERS, Providence Court, North Audley Street, Mayfair 2941 (near Selfridges). (C1006)

JACK ALPE OFFERS LIMOUSINES: HIRECAR Limousine, 1951, good chassis, excellent coachwork, exceptional value; £495.

HIRECAR Limousine, late 1951, one private owner, 32,000, excellent throughout; £645.

HIRECAR Limousine (April, 1952), low mileage, taxed privately, £745; another 1952, privately owned, heater, excellent, £730.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103)

1948 Austin 16 h.p. saloon, brown hide, one owner, a really first class example, £325. Exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

1946 Austin 16 saloon; £275.—Montrose Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel.: 1171-2. (C3008)

1949 model Austin 16 saloon, heater, immaculate, guaranteed; £390. Payments.—Vaughan, 17, Astwood Mews, S.W.7. Frohisher 1319. (C4078)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1947 Austin 16; £325.—355, High Road, Wembley, Middx. Tel. WEMBLEY 4422. (C4015)

AUSTIN EIGHTEEN

1939 Austin 18 7-seater saloon, exchanges, etc. —Autowork, Ltd., Southgate St., Winchester. Tel.: Winchester 4955. (C1010)

AUSTIN 18's, 7-seater, super condition, low mileage; £350 and £325. —Smith's, of Bournville, Birmingham 30. (2718)

AUSTIN A30

1955 Austin A.30 4-door saloon, one owner; £445.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9 Tel.: Colindale 3185 (C3095)

AUSTIN A30

W. HAROLD Perry, Ltd., 1105-1111, High Rd., Whetstone, N.20 Tel. Hillside 6621.

1954 A.30 4-door saloon, grey with red upholstery, heater, excellent condition, £420.

W. HAROLD Perry, Ltd., 1105-1111, High Rd., Whetstone, N.20. Hillside 6621. (C3042)

1953 Austin A.30, colour blue, saloon, 15,000 miles only; £395.—Dobsons, Ltd. (Austin Agents), Staines 801. (C1074)

425 gns. Austin A30 1954 4-door saloon, heater, one owner, excellent condition. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1955 series A.30 saloon, one owner, taxed, exceptional; £420.—Davies Motors, Ltd., 273, London Road, Staines. Staines 4211/5. (C1080)

1954 Austin A30 2-door saloon, blue, numerous extras, regularly maintained Austin Agents. Offers invited over £425.—W. J. Oldham, Field Green House, Hawkhurst, Kent. Tel. No. 2391 Hawkhurst. (2613)

1955 A.30 Countryman, grey heater, 10,000 miles, one owner, amazing condition; £495. Easiest terms.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700/8894. (C3059)

AUSTIN A40

ELM Autosales offer:—

1949 Austin A.40, immaculate, in green, one owner from new. Fitted heater, 24,000 miles only; £375.—66, Hartfield Road, Wimbledon, S.W.19. Cherrywood 1615. (C2067)

1949, Sept., A.40 Devon, mist green, sunshine roof, heater, seat covers, excellent condition. A.A. inspection invited; £325.—40, Magdalen Road, S.W.16. (2674)

ARCHIE Simons and Co., Ltd.

1954 Austin Somerset, blue/blue leather, fitted heater, one owner, nominal mileage, immaculate, £545.

1951 model Austin A.40 saloon de-luxe, grey/blue leather, fitted heater, sun roof, excellent condition, £395.—93, Gt. Portland St., W.1. Langham 1343. (C4013)

ZENITH Motor Co. offer:—

1954 Austin A.40 Countryman estate car, grey/fawn interior. Fitted loose covers. Heater. One owner; 22,000 miles. £445-0-0.

594, Commercial Road, London, E.1. STE. 4285—20 lines. (2756)

SOMERSET A.40, 1953, sliding roof, underseal, heater, covers, new battery, brakes re-lined, low mileage, excellent condition. London £550. Box 5678. (2606)

AUSTIN A40

J. DAVY, Ltd., offer:—

1952 (August) A.40 Somerset, beige hide, 26,000 miles, heater, and overriders; £455.

1953 A.40 Somerset, grey, beige leather, heater, overriders, one owner, 23,000 miles, as new and unmarked; £510.

1953 A.40 Somerset, black, beige leather, sliding roof, heater, wing mirrors, 16,000 miles, one owner; £515.

1953 A.40 Countryman, grey, 16,000 miles, one owner, immaculate condition; £505.

180/184, Kensington High Street, W.8 Wes. 7181. 215, Brompton Rd., S.W.3. Knightsbridge 4215. (C7089) SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 (late) Austin A.40 Somerset; £425.—355, High Road, Wembley, Middx. Tel. WEMBLEY 4422.

H. Beart and Co., Ltd., offer:—

1954 model Austin A.40 Somerset saloon, very low mileage, and virtually like new throughout; £495.—102, London Road, and High Street, Kingston-on-Thames. Tel. 3348. (C1081)

1955 (Dec.) A.40 Countryman, 1,900 miles. Cost £809. Undersealed and as new. £700.—F. J. Chalke, Mere, Wilts. 244. (2637)

1951 Austin A.40 coach built shooting brake, wireless, heater, many extras; £345.—Tel. Hornchurch 9219. (2385)

PHILIP RICKARDS, LTD., offer:—

1956 Austin A.40 Cambridge saloon, black/red, 200 miles only. Part exchange, deferred terms.—4, Brick St., Park Lane, London, W.1. Tele.: GROSEVENOR 4772/3. (C3051)

1954 Somerset convertible, one owner, 15,400 miles, heater, really immaculate. £565. Terms. Exchanges.—Richards and Carr, Ltd., 35, Kinnerton Street, S.W.1 Sloane 5424. (C3045)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 Austin A.40 Countryman, £425.—355, High Road, Wembley, Middx Tel. WEMBLEY 4422. (C4015/1)

1954 Austin A.40, grey with blue leather, sliding roof, heater, in immaculate condition, supplied new by us to its only owner, mileage 16,000. £335.

Makin and Harrison Motors, Ltd., 492/496, High Road, Chiswick, W.4. Chiswick 0558 and 2619. (C3071)

1955 Austin A.40 Cambridge saloon, one owner, £595.—Le Grice Elers, Ltd., 107, Old Brompton Road, London, S.W.7. Kensington 2477 (C2055)

AUSTIN A.40 pick-up, 1954, in excellent condition. £335. Part exchange welcome.—Phone HAM. 8231. 2654

USED CARS FOR SALE

AUSTIN A40

1952 Austin A.40 G.S.3, green, heater, guaranteed; £420.—Campbell Symonds, Perivale 4456. (C1037/1)

1952 Austin A.40 saloon, green, brown leather, one careful owner, immaculate throughout, guaranteed, £445.—Kings Motors, 1, High St., Hounslow, Tel. 3532. (C2049)

1951 (Sept.) Austin A.40, green with brown interior, one owner, 23,000 miles, heater, well maintained, £395.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7, Fremantle 3333. (C1083)

1953 Austin Somerset coupe, black and red interior, with heater, good condition, £480.—Gibson, "Tree-tops", Baldwin's Hill, Loughton, Essex, Phone Loughton 729 (evenings only). (2844)

£345. 1951 A.40 4-door saloon de-luxe, lady owner, very clean condition throughout, three months' mechanical guarantee. Terms to suit and exchanges.—Coachcraft, Elm Road, Evesham, Tel. 6539. (C1053)

1954 Somerset coupe, only 13,000 miles, guaranteed as new, £595.—Campbell Symonds, Wembley 6262. (C1037)

1952 Austin A.40 Somerset saloon, blue with beige interior, heater, beautiful condition throughout; £465.—Garage Service Co., Ltd., 1013, Finchley Rd., Golders Green, N.W.11, Speedwell, 8692. (C2019)

1951 Austin A.40 Countryman, one owner, used privately only, £375.—Kirkdale Cars, Kirkdale, Sydenham, Tel.: Sydenham 6129. (C2068)

£385 ||| 1950 Austin A.40 de-luxe saloon, only one owner. Choice 2.

Lamb, of Wood Green (Established 1897). 100 guaranteed cars; exchanges; hire purchase.—£21-£23, High Rd., Finchley, Finchley 6222. (C2052)

475 gns. Austin A.40 October, 1953, Somerset saloon, heater, one owner, excellent condition. Terms, exchanges.—Rowland Smith, below:—

325 gns. Austin A.40, October, 1948, Dorset saloon, heater, carefully used. Choice of 14 A.40's. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1954 Austin Somerset drophead coupe, one private owner, finished black, heater, leather loose covers. Taxed. As new. £550. Guaranteed.—Motourists (London) Ltd., Great North Road, East Finchley Station, N.2 Tudor 2301-2. (C3018)

1954 A.40 Somerset saloon, black, red leather, extras include heater, sliding roof, screenwasher, etc., etc. One owner. Superb condition. £465.—Robbins, East Putney, Tel. 7881. (C3010)

AUSTIN A40

1954 Austin A.40, grey, heater, taxed, £475.—L. F. Dove, Ltd., Guildford Road, Woking. Tel. Woking 1282. (C1078)

1954 Austin A.40 Somerset drophead coupe, pale blue, heater, one owner, immaculate; £525 or terms.—Bray Motors, 180, West End Lane, N.W. 6. Ham. 6490. (C1024)

NEAFORTH SERVICE GARAGE, CROSBY ROAD SOUTH, LIVERPOOL, 21, Tel. Waterloo 3921, offer: Austin Somerset, Nov., 1953, fawn, 28,000, one owner, heater; £475. Austin A.30, green, 7,300, 4-door, July, 1955. Also choice of six Austin A.40 saloons. (2705)

AUSTIN A50

C.M.I. CAR SALES (PRI. 6623) offer:—

1955 Austin A.50 de-luxe saloon, grey, one owner, taxed; £640. Choice of several, 3 months' guarantee, terms, list on application. — Swiss Cottage, Finchley Road, N.W.3. (C1051)

1955, November, Cambridge de-luxe saloon, grey, red leather, negligible mileage, immaculate, unblemished condition; £650.—H. A. Saunders, 144, Golders Green Rd., N.W.11, Speedwell 0011. (C4004)

COOMBS & Sons (Guildford) Ltd.: AUSTIN A.50 de-luxe saloon, kingfisher blue/beige interior, heater, 3,000 miles only; £665.—Portsmouth Road, Guildford, Surrey, Tel. Guildford 62907. (C1057)

£650. 1955 A.50 de-luxe saloon, black, red leather, heater, 6,000 miles and one owner.—Broadway Motors, Hanworth Road, Hounslow, Middx. Hon. 0175/9309 (2850) B. J. Hunter, Ltd.

1955 Austin A.50 saloon, very low mileage, £650.—22-28, Cricklewood Broadway N.W.2, Gl. 6303/4. (C2040)

1954 (November) Austin A.50 Cambridge de-luxe, grey, one owner, two foglamps, seat covers; £625.—Campbell Symonds, Perivale 4456. (C1087)

1955 Austin A.50 de-luxe saloon, Chelsea grey, radio, rim finishers, badge bar, as new, £650.—Brew Brothers, Ltd., 133, Old Brompton Road, S.W.7, Freemantle 3333. (C1082)

AUSTIN A70 & A90

P. & J. Pass and Joyce, Ltd.

1952 (May) A.70 saloon, radio, heater, one owner since new, grey, beige trim, £465

1954 (January) A.70 4-door estate car, heater, beige, £775.—184-183 Gt. Portland St., W.1, Museum 1001. C3039

H. Beart and Co., Ltd., offer:—

1954 Austin A.70 saloon, black with beige upholstery, a very well maintained one owner car; £495.—102, London Road, Kingston-on-Thames, Tel. 3348. (C1081)

AUSTIN A70 & A90

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—

1952 (late) Austin A.70, one owner, heater, £385.—355, High Road, Wembley, Middx, Tel.: WEMBLEY 4422. (C4015)

£525 ||| 1952/3 Austin A.70 convertible, large 6-seater, rare model, specimen condition. Lamb, of Wood Green (Established 1897). 100 guaranteed cars. Exchanges. Hire purchase.—£21-£23, High Road, Finchley, Finchley 6222. (C2052)

1953 Austin A.70 saloon, black/brown, heater, one owner, 29,000 miles. £475.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

1953 Austin A.70 saloon, under 11,000 miles, beautiful condition; £535 or terms.—Capital Motors, Hornsey, N.8, Mountview 3451. (2274)

545 gns. Austin A.70 1954 Hereford saloon, leather, heater, loose covers, one owner, small mileage, exceptional. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1952 A.70 Hereford saloon, grey/brown hide, fitted heater, 18,000 miles, fine condition throughout. £435.—Robbins, East Putney, Tel.: 7881. (C3010)

1952 Austin A.70 Hereford saloon. Heater, excellent condition throughout, £395.

HATTON Cross Garage, Great South West Road, Feltham, Middlesex. Tel.: Feltham 2176. (C2092)

1952/3 Austin A.70 sunshine saloon, green, one owner, £495.—L. F. Dove, Ltd., 115, Addiscombe Rd., Croydon, Addiscombe 3066. (C1076)

A.Z. Motors offer: 1953 Hereford, beautifully clean, fitted heater, £450. Also coachbuilt wooden Countryman, £350.—Palmerston Road, N.W.6. MAI. 4723. (C1011)

1953 Austin Hereford, fitted H. and R., 16,000 miles. One owner. Seat covers and undersealed, as new, £480.—Mr. Chapman, 15, Alstone Road, Heaton Chapel, Stockport, Tel. HEA. 2498. (2391)

AUSTIN A.90 Atlantic hard top, director's car, under 11,000 miles, carefully maintained by main agents. What offers?—Box 0164. (2277)

£455 ||| 1951 Austin A.90 convertible, beautiful and spotless condition, not an old rusty one, possibly the finest you can see. Choice also 3 others.

LAMBS, of Wood Green (Established 1897). 100 guaranteed cars. Exchanges. Hire purchase.—£21-£23, High Rd., Finchley, Finchley 6222. (C2052)

USED CARS FOR SALE

AUSTIN A70 & A90

RUSSELL Motors offer:—
1949 (Nov.) A.90 power operated
Convertible, red, £365.
RUSSELL Motors (Knightsbridge)
Ltd., 47, Sloane St., S.W.1, Sloane
9288. (C3080)

A.Z. Motors offer: 1952, one owner,
Atlantic sports saloon, at bargain
figure, £450. — Palmerston Rd.,
N.W.6, MAI. 4723. (C1011)

1951 Austin A.90 hard top, radio,
heater, £399. In excellent condi-
tion.—Cavendish Motors, Cavendish
Rd., N.W.6 Willesden 0046/8. (2823)

1955 A.90 Westminster de-luxe,
black, red hide, loose covers, screen
washers, cigar lighter, 11,500 miles,
one owner, £715.—180/184, Kensing-
ton High Street, W.8. Wes. 7181.
215, Brompton Road, S.W.3, Knights-
bridge 4215. (C1069)

1955 Austin A.90 Westminster
saloon, green, 8,000 miles, heater,
one owner, £675.—New Cross Car
Mart, Ltd., Tideway 2908. (C3084)

1956 (registered) A.90 Westminster
de-luxe, heater, leather, works
mileage. Offers. Exchange. Hire
purchase. — Boroughbury Garage,
Ltd., 14, Lincoln Road, Peter-
borough. Phone 5876. (2376)

1955 Austin A.90 saloon de-luxe,
blue, £695.—L. F. Dove, Ltd., 115,
Addiscombe Rd., Croydon. Addis-
combe 3066. (C1076)

AUSTIN A125 & A135

C.H.C. (Austin Buyers).

1952 Sheerline, finished in metal-
lic green with beige leather, a
really outstanding example in every
respect. — Cartwright Hamilton
Cars, Ltd., 289, Kensington High
Street, W.14. Western 0207. (2637)

GUY Salmon Automobiles, offer:—
1949 Austin Sheerline saloon. Dur-
ing the past 12 months this car
has had approximately £400 ex-
pended on it, including new en-
gine, etc. Colour black, white wall
tyres, quite exceptional condition
for its year, £485.—Portsmouth Rd.,
Thames Ditton. Emberbrook 5551-
2-3. (C4001)

CAR MART, LTD., Sole London
Austin Distributors.

1955/56 Austin A.135 Princess
L.W.B. 7-seater limousine, numer-
ous extras, radio, heater, black
with brown upholstery, £2,650.
Car Mart, Ltd., 297, Euston Road,
N.W.1. Euston 1212. (C1039)

LIMOUSINE, 1951/L.W.B. privately
owned, seven passengers, many ex-
tras, black, £285.

JACK ALPE LIMOUSINES, 30, Old-
bury Place, Marylebone High St.,
W.1. Welbeck 1124. (C1103)

FOR sale, 1950 Austin Sheerline,
battleship grey; done approximately
60,000; excellent condition; may
be seen any time near East Grin-
stead.—Box No. 0502. (2759)

AUSTIN A125 & A135

1953 Austin "Princess" saloon,
black, one owner, low mileage, £280.
—Waverley Garage, Wellington,
Salop. Tel. 671. (2634)

1952 Sheerline, radio, heater, per-
fect condition, £575.—F. G. Barnes
and Sons, Godalming 1666. (2652)

1950 Austin Princess saloon, black,
beige leather, radio, heater, excel-
lent conditions throughout, £645.—
R. S. Currie and Co., Ltd., 105,
Westbourne Grove, Bayswater, W.2.
Bayswater 0085/6. (C1095)

G. & M. Alfreds (1936) Ltd. 1949
Austin Princess saloon, 24,000
miles only, latest type carburation
conversion, radio heater, 1956 con-
dition.—6-7, Warren St., W.1. Eus-
ton 3268. (C1005)

1951 model Sheerline, immaculate
condition, one owner since new,
unrepeatable bargain, £400. —
Scott Cars, 341/7, Finchley Road,
Hampstead 7779, 8676. (C4016)

1950 (October) Austin Princess
saloon by Vanden Plas, black with
fawn hide, heater, radio, fog
lamps, etc. Chauffeur driven and
maintained. One owner since new.
In superb condition; £625.—Rob-
bins, East Putney, Tel. 7881 (C3010)

1955 Austin Princess, short F.W.B.
saloon, dark metallic grey, red
hide, fine lines to waist, illuminated
stepboards, out-away shields,
vanity mirror, works and delivery
mileage; £2,150.—180/184, Kensing-
ton High Street, W.8. Wes. 7181.
215, Brompton Road, S.W.3, Knights-
bridge 4215.

1953 (November) Austin Sheerline.
Black, brown hide, 23,000 miles
only. A specimen car; £175. Cost
£1,900 new.—Bells Service Garage,
144, London Road, Kingston. Tel.:
KIN. 1185. (C1016)

1952 Sheerline, comparable to new,
23,000 miles, many extras, one own-
er; £550.—Terms, exchanges.—D. F.
Wyatt, Ltd., 31/33, Fortune Green
Road, West Hampstead, N.W.6.
Hampstead 8988. (C4084)

1952 Sheerline, radio, heater, one
owner since new, in excellent con-
dition, bargain £499.—Cavendish
Motors, Cavendish Rd., N.W.6. Wil-
lesden 0046/8. (2824)

£395 !!! Austin Sheerline saloon
1950 model, fitted radio and heater,
one owner since new, very care-
fully used and furnished through-
out by Austin Distributors.

CAMDEN Motors, Leighton Bus-
sard 2041. Write for catalogue.
Showrooms opened until 8.0 p.m.
(C1035)

1950 Austin A.135 Princess saloon,
one owner, black; £635.—L. F. Dove,
Ltd., 115, Addiscombe Rd., Croy-
don. Addiscombe 3066. (C1076)

AUSTIN-HEALEY

W.M.

1955 (reg. Oct., '54) Austin Healey,
ivory with red leather, mileage
17,000, engine and chassis fully
modified to 100 M specification
(except 3-speed gear box retained),
very good Donald Healey history;
£475.—Welbeck Motors, Ltd., 107,
Crawford St., London, W.1 (near
Baker St. Station), Welbeck 1139.
(C4049)

DUNCAN HAMILTON & CO., offer:—
1953 Austin Healey, blue with blue
interior, M engine, Alfin brake
drums, Le Mans suspension, spe-
cial twin exhausts, hard top, spot-
lights, works maintained; £725.—
33, High Road, Byfleet, Surrey, By-
fleet 3101 by day and night. (C1091)

CAR MART, LTD., Sole London
Austin Distributors.
1952 Austin 16 hire limousine, £695.
1952 Austin A.70 Hereford saloon,
heater, £440.

1955 Austin A.90 Westminster de-
luxe saloon, heater, £720.
Car Mart, Ltd., 163, Bromley Road,
Catford, S.E.6. Hither Green 6111.
(C1039/1)

1955 Austin Healey 100. Finished
in 2 tone red and cream. Whole
condition of vehicle in keeping
with a genuine mileage slightly in
excess of 5,000. 2 Lucas driving
lamps. Guaranteed.—For full de-
tails ring Henley-on-Thames 1115,
City Motors (Oxford) Ltd., 20,
Reading Road, Henley-on-Thames.
(2755)

1953 Austin Healey, 11,200 miles,
overdrive, heater, spare unused, im-
maculate and faultless condition;
£675. Terms, Exchanges.—Richards
and Carr, Ltd., 35, Kinnerton
Street, S.W.1. Sloane 5424. (C3045)

1954 Austin Healey, 10,000 miles,
spare unused, hard top, htr., radio,
spot lamps; £735.—Ruthers, Rom-
ford 2552. (2285)

795 gns. Austin Healey 1955 super-
sports 2-seater, ivory, overdrive,
radio, heater, 5700 miles, spare
unused, Terms, Exchanges. List.
Open 9-7 weekdays and Saturdays.
— Rowland Smith, Hampstead
(Hampstead Tube). Hampstead
6041. (C4018)

AUSTIN MISCELLANEOUS

CAR MART, LTD., Sole London
Austin Distributors.

1953 Austin A.40 Somerset coupe,
heater; £495.

1953 Austin A.50 Cambridge saloon,
heater; £595.

Car Mart, Ltd., 16, Uxbridge Road,
Ealing, W.5. Ealing 6600 (C1039)

BENTLEY

(3½, 4½-litre and New 4½-litre)

£200. 3½-litre Vanden Plas drop-
head, 1934, £100, deposit.—Searle,
Ltd., 25, Church Street, Hampton,
Molesey 2142/3. (C4069)

USED CARS FOR SALE

BENTLEY

(3½, 4½-litre and New 4½-litre)

H. C. PAUL, Ltd.
1952, September, Bentley 'R' type standard steel saloon, black, 24,000 miles; £2,750.
1951 Bentley Mulliner lightweight 4-door saloon, grey/grey, 27,000 miles, full history; £2,950.
1951 Bentley standard steel saloon, black, one owner, new tyres, full history; £1,795.
1951 Bentley standard steel saloon, champagne and black, 60,000 miles, exceptional condition and appearance; £1,695.
1948 Bentley standard steel saloon, black, fully reconditioned engine; £1,195.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0821/2. (C3040)

C.H.C. (BENTLEY BUYERS).

1949 standard steel saloon in mid-night blue, complete with seat covers and many other extras. An immaculate car, complete with Bentley history; £1,445.—Cartwright Hamilton Cars, Ltd., 289, Kensington High Street, W.14. Western 0207. (2836)

KNIGHTSBRIDGE, offer:—

1939 Bentley 4½-litre, overdrive, Vanden Plas fourseams drophead coupe, superb history and condition.
1947 Bentley 4½-litre Mark VI H. J. Mulliner lightweight razor edged sports saloon, late modifications, outstanding appearance.
1952 Bentley 4½-litre Mark VI Park Ward, power operated fourseams drophead coupe, one titled owner, small mileage, beautiful condition.
1. ROBERTS Mews, Lowndes Place, London, S.W.1. Sloane 4086. (C2036)

CAR MART, LTD.

1953 Bentley 4½-litre Hooper sports saloon, radio, heater, black and grey with grey upholstery, passed manufacturer; £3,950.
1953 Bentley 4½-litre R. type sports saloon, sliding head, radio, heater, grey with grey upholstery, passed manufacturer; £3,850.
1953 Bentley 4½-litre R. type sports saloon, sliding head, radio, heater, black with brown upholstery, passed manufacturer; £3,250.

CAR Mart, Ltd., Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly), Grosvenor 3434. (C1039)

TAYLOR & CRAWLEY offer:—

1953 Bentley R type standard steel saloon, 20,000 miles only, beautiful condition; £2,950.—Taylor and Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, Sloane 5213. (C4036)

PEDIGREE CARS offer:—

1950 Bentley standard steel saloon, a most immaculate specimen, 63,000 miles, black, brown hide, completely maintained regardless of cost; £1,475.—340/2, Euston Rd., N.W.1. Euston 7889. (C3093)

BENTLEY

(3½, 4½-litre and New 4½-litre)

1934 Bentley Park Ward saloon, original condition, blue leather; £395 (below).

1934 Bentley Van Den Plas tourer, full history available, recent extensive overhaul by Bentleys, eggshell blue, brown leather, heater and radio, unique car; £425.

BLENDON Car Sales, Ltd., 313/315, Blackfen Road, Sidcup, Kent, Telephone Bexleyheath 5788. (2754)

1936 Bentley 3½-litre d.h.c., blue and black, excellent condition; £365.

H.B. Cars, 7, Hanover Court Yard, Hanover Street, W.1. Tel. Mayfair 5283. (2848)

1938 4½ L.F. series semi-razor edge saloon by Mulliner, excellent condition; £525.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

£475. 3½-litre Rolls Bentley James Young coupe, ivory with new red hood, recent £100 engine overhaul, a very beautiful specimen throughout.—Broadway Motors, Hanworth Road, Hounslow, Middx. Hon. 0175/9309. (2851)

£1,395 ||| 1946/9 Bentley Mark VI de-luxe saloon, undoubtedly specimen condition, history available, spotless bodywork, interior unmarked, you cannot see or drive a better one.

£565 ||| 1937 Bentley 4½ Park Ward sports saloon, immaculate, specimen condition, recently overhauled.

LAMBS, of Wood Green (Established 1897). 100 guaranteed cars. Exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 6222. (C2052)

1951 Bentley Mark VII full razor edge saloon by H. J. Mulliner, absolutely wonderful condition; £2,750.

1939 Bentley 4½ overdrive, d superb condition; £295.—Swanmore Garages, Ltd., 1176-1180, Christchurch Road, Boscombe, Bournemouth. Southbourne 43344 and 43345. (C4024)

1948 Bentley R.H. drive steel sedan, 60,000 careful miles, \$3,500.00.—W. A. Anderson, 9891, Santa Monica Blvd., Beverly Hills, California. (2790)

BENTLEY, 1936, 4½-litre Park Ward 4-door saloon, detailed history, complete engine overhaul and re-cellulosed 1953; £470.—Box 0405. (2646)

BRADSTOCK MOTORS, LTD., offer:

1935 Bentley 3½-litre saloon by Park Ward, two owners from new, finished in dark green and black. This car is in a wonderful condition and must be seen to be appreciated; £425.—Chase Road, Epsom, Tel. Epsom 5696. (C1090)

BENTLEY

(3½, 4½-litre and New 4½-litre)

GUY Salmon Automobiles offer:—1952 (Aug.) Bentley 4½-litre saloon, 27,000 miles only from new, one owner, £2,650.—Portsmouth Road, Thames Ditton, Esherbrook 5531-2-3. (C4001)

JACK OLDING & CO. (MOTORS), Ltd., official Bentley/Rolls-Royce retailers, offer:—

1954 BENTLEY 4½-litre standard saloon, black, brown hide, automatic, one owner; £3,750.

1954 BENTLEY 4½-litre standard saloon, Tudor, grey, blue hide, automatic, one owner; £3,900.

1953 BENTLEY 4½-litre standard saloon, special grey, red leather; £3,450.

1952 BENTLEY 4½-litre H. J. Mulliner lightweight saloon, black, tan hide, one owner; £3,550.

1951 BENTLEY 4½-litre standard saloon, shell grey, red hide; £2,950.

1950 BENTLEY 4½-litre standard saloon, black with beige panels, beige upholstery; £1,950.

ALL the above cars have been "passed" by our officially appointed service department.

AUDLEY House, North Audley St., W.1. Mayfair 5242 (Open to 7 p.m. (C3030)

JOE THOMPSON Motors, Ltd., offer, 1955 Buick 4-door saloon, radio, 6,000 miles, white wall tyres, specimen car, blue.—91-5, Fulham Road, South Kensington, London, S.W.3, Kensington 4856. (C4028)

CHARLES FOLLETT, Ltd., officially appointed Rolls Royce and Bentley Retailers and Repairers offer: 1952 Bentley Mark VI saloon with bench front seat, incorporating disappearing division, dark green, grey leather, ideal dual purpose car either chauffeur or owner driver, 42,000 genuine miles; £2,595. 1951, December, Bentley big bore saloon, black, blue leather, one owner, 41,000 miles, exceptional condition and excellent history; £2,450.

Showrooms: 18, Berkeley Street, W.1. Mayfair 6266.

Service, Works and Stores: Barnsdale Road, off Elgin Avenue, W.9, Cunningham 5936. (C2010)

JACQUIER, Ltd., offer 1947 Bentley Mk. VI standard steel saloon, black; £1,350.

1937 5½ Barker drophead coupe, very attractive car; £545. Several others in stock.

JACQUIER, Ltd., 225/7, Hammer-smith Road, London, W.6. Tel.: Riverside 6677/8. (C2043)

1938 Bentley 4½ 4-door saloon, gun-metal with grey hide, H.M.V. radio and heater, recently overhauled. Hire purchase available; £295.—

NORTONS (CARDIFF) LIMITED, Penarth Road, Cardiff, Tel.: Cardiff 23306/9. (2785)

USED CARS FOR SALE

BENTLEY

(3½, 4½-litre and New 4½-litre)

TAYLOR & CRAWLEY offer:—
1955 Bentley 4½-litre automatic standard steel saloon, 5,000 miles only, new condition throughout; £4,095.—Taylor and Crawley, 42a, South Audley Street, W.1. Grosvenor 6881. (C4036)

MANN EGGERTON & Co., Ltd.
1955 Bentley R type automatic gear, dual blue, 2,000 miles.

1954 Bentley R type automatic gear, Tudor grey, 16,000 miles.

1953 Bentley R type automatic gear, silver grey and black, 10,000 miles.

1953 Bentley R type synchromesh gear, Tudor grey, 20,000 miles.

1949 Bentley Mark VI steel saloon, black with beige leather upholstery, 56,000 miles.

MANN Eggerton and Co., Ltd., 14, Berkeley Street, W.1. Hyde Park 2078. (C2006)

RUSSELL MOTORS offer:—

1939 overdrive Bentley drophead coupe by H. J. Mulliner, fully disappearing hood, radio, heater, etc.
1939 overdrive Bentley, semi-rasor-edged saloon by Thrupp and Maberly.

1937 4½ Bentley semi-rasor-edged saloon by Thrupp and Maberly, radio, heater, etc.

RUSSELL Motors (Knightsbridge), Ltd., 47, Sloane St., S.W.1. Sloane 9288. (C8060)

F.B., LTD., offer:—

1938 4½ L.E. series foursome drophead coupe by Thrupp and Maberly. An unusually attractive car, very fully equipped.

FADDON BROS., 60, Cheval Place, South Kensington, S.W.7. Ken. 9477/8. (C3033)

1939 overdrive 4½-litre saloon, fitted with most attractive H. J. Mulliner 4-door sports coachwork, black, brown leather, heater, taxed, two owners only. Excellent condition, full Bentley history. £285.
R. S. MEAD (Sales), Ltd., 42, Queen Street, Maidenhead. Phone Maidenhead 3431. (C8011)

1954 Jan. standard steel type R big boot saloon, unmarked, black, beige, trim, genuine low mileage.—Pase and Joyce, Ltd., 184, Great Portland Street, W.1. MUSEum 1001. (C8039)

1936 Bentley 4½, very fine condition, £285. Guaranteed. Terms. Exchanges.—Swanmore Garage, Ltd., 1176-1180, Christchurch Road, Bournemouth, Bournemouth. Southbourne 43344 and 43345. (C4024/1)

1953 Bentley saloon, 'R' type, black, grey trim, all extras, 29,000 miles, superb condition; £3,350.—Park Garage (Molesey) Ltd., Hampton Court Way, Molesey, Surrey. Tel. Molesey 6199. (C8037)

BENTLEY

(3½, 4½-litre and New 4½-litre)

1953 (June) Mark 6 Bentley R-type, big bore, large boot, finished in duo-tone black and grey with grey upholstery, one owner, fitted heater, radio screenwashers, sliding roof, rimblishers, five nearly new tyres. Serviced by manufacturer, Bentley guarantee transferable; 2,950 gns. Written guarantee. Terms, exchanges.—H. F. Edwards and Co., Ltd., 28-34, Upper High Street, Epsom, Surrey. Epsom 5611. (C2001)

£2,250. 1952 Bentley S.S. large bore, many extras. Condition and order immaculate, and as new.—Harmer Green House, Welwyn 61. (2636)

1949 July Bentley Mark VII standard steel saloon, immaculate, 37,000 miles, radio, tyres as new; £1,800.—Salmons Garages, Ltd., Temple Bar 3538. (C4029)

£1,500. 1948 (late) Bentley 4½-litre Mk. VI standard steel saloon, coach finished black with grey leather upholstery, fitted H.M.V. radio, heater, many extras, taxed December, complete Bentley overhaul with full history, in brand new condition throughout and fully guaranteed.—Motourists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. (C8018)

1948 Bentley standard steel saloon, black/brown, radio, heater; £1,335.—Odeon Motors, Ltd., Barnett 1144. (C3027)

1939 Rolls Bentley 4½-litre, overdrive, Vanden Plas drophead foursome coupe, a rare and popular model at the lowest price one of these models has ever been offered. £295 or terms.—Bray Motors, 180, West End Lane, N.W.6. Ham. 6480. (C1024)

1948 Bentley, mileage 39,890, mark VI saloon (1952 condition), only used occasionally. Sale or part-exchange. Distance no object.—Bambers, Ltd., Birkdale, Southport. Telephone 66161. (2751)

1952 Bentley Mark VI sports saloon with coachwork by H. J. Mulliner. Original cost over £5,000. Colour black with brown hide upholstery, fitted with many extras. This car is truly in magnificent condition throughout; Price £2,950.
1953 Bentley Mark VI big bore S.S.S., colour duo-metallic grey with maroon hide upholstery, one owner since new, full history available. Whole car in immaculate condition. Price £2,350.—Jack Smith, 23, Bruton Place, W.1. Mayfair 0661/2. (C4062)

1951 (reg. Oct.) Bentley Mk. VI standard steel saloon, shell grey/grey upholstery, one owner. Recent works overhaul, H.T.P. Motors, Ltd., Cornwall. Truro 2581. (2589)

BENTLEY

(3½, 4½-litre and New 4½-litre)

1953 (Mar.) Bentley Mk. VI 'R' type chassis with 2-door Park Ward fixed head coupe body, one local owner, 23,000 miles only. High ratio rear axle, radio/heater, tailored loose covers. A strikingly beautiful car, finished in duo-tone blue paintwork with grey Bedford cord upholstery.
LOXHAMS Rolls-Royce and Bentley Showrooms, Fishergate, Preston. Tel. Preston 4245. Showrooms open daily 9 a.m.—7 p.m. Sunday excepted. (2804)

B.M.W.

B.M.W. 501 left-hand drive, black, Becker Mexico automatic radio. Special 1954 show demonstrator, 12,000 miles; £1,450.

B.M.W. Isotta Motor-coupe for sale at attractive prices. 1955 shop-solled, otherwise differing but slightly from 1956 models. Literature on request, £374-8-0 incl. p. tax. Fully guaranteed.—A.F.N., Ltd., Falcon Works, Isleworth. Tel.: Hounslow 0011. (C2015)

BOND-MINICAR

TWO STROKES, Ltd., offer:—
£149 Mark 'B' 2-seater, blue, 1952.
£230 Mark 'C' 2-seater, 1954, grey.
£245 Mark 'C' 2-seater, electric starter, 1955, bronze.
STANMORE Hill, Middx. Grimsdyke 1165/7. Open Sundays 10 a.m. to 1.0 p.m. (C4091)

BORGWARD

TAYLOR & CRAWLEY offer:—
1953 Borgward saloon with radio and seat covers, 6,000 miles; £295.—Taylor and Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, Sloane 5213. (C4036)

BRISTOL

A. ANTHONY CROOK. Leading Distributors since the car's origin.
1956 new type 405, 4-door, 115 m.p.h., 25 m.p.g. List price.
1955 405, red, radio, 13,000 miles, specially tuned. £2,900.
1955 405, green, radio, one owner, thoroughly checked over by us and recommended. £2,800.
1953 405, 2-door, 105 m.p.h., 25 m.p.g. Genuine 22,000 miles. £1,800.
1952, 401, 2-door, 100 m.p.h., 25 m.p.g., radio, genuine 20,500 miles. £1,395.
1948, 400, close coupled, 2-door, engine just stripped and reconditioned. Recommended. £750.
1947, 400, radio, black. £700.
WHEN buying a specialised car it is best to consult a specialist with recognised repair and spares facilities and a jealously-guarded reputation. H.F. and part exchange.—Anthony Crook Motors, Ltd., High Street, Esher, Surrey. Tel. 4590. (C1063)

USED CARS FOR SALE

BRISTOL

1949 model Bristol, type 400 saloon, black, radio, heater; £245.—Odeon Motors, Ltd., Barnet 1144. (C3027)

BRISTOL 403, June, 1953, excellent condition, 27,000, Michelin X, washer, £1,500.—Howden 271. (2629)

BRISTOL, 1949 model 400/85 sports saloon, black with pigskin upholstery, radio, heater, etc., really first class order throughout, still looks new; £695, taxed year, or consider exchange.—Courtney, 37, Parkside Drive, Edgware, Middx. STO. 7073. (2715)

1951 Bristol 401, maroon, excellent condition, carefully maintained, low mileage, heater, radio, any trial, £1,100.—11, Culverden Park, Tunbridge Wells, Phone 3000 (2538)

SEPT., 1951, Bristol 401 saloon, black with beige upholstery, fitted radio and heater; £1,275.

1954 Bristol 405 saloon, green with green upholstery. £2,750.—80, Piccadilly, W.1. Grosvenor 4141. (2720)

GUY SALMON Automobiles, offer: 1953 (Sept.) Bristol 401 saloon, black/beige interior. This car has been superbly maintained by one fastidious owner, radio; £1,550.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. (C4001)

ROSE & YOUNG, LTD., offer: 1954 Bristol 404 sports saloon, one owner; £2,195.—65-69, Sternhold Avenue, Streatham Hill, S.W.3 (1 min. Streatham Hill Stn.), Tulsa Hill 6464 and 8182. (C3087)

1952 Bristol 401 saloon, really good condition, one owner, 50,000 miles and just out of the workshop after complete check over and engine overhaul, bargain; £1,095. Written guarantee. H.P. terms, part exchanges.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Telephone Hyde Park 9184. (C1050)

1954, 403, 14,000 miles, as new, £1,950.

1953, 401, green, radio and heater, £1,500.

1950, 401, blue, radio and heater, £950.

L. F. WARD, Ltd., Grange Road Garage, Thornton Heath, Tel. THO. 5646. (C4043)

BUICK

2605 1949/50 series Buick, 30 h.p. de-luxe saloon, right-hand drive, specimen condition, bargain price.

LAMB, of Wood Green (Established 1897), 100 guaranteed cars. Exchanges, hire purchase.—421-423, High Rd., Finchley, Finchley 9223.

TAYLOR & CRAWLEY offer:—

1954 Buick Special Dynaflow, radio, heater, 16,000 miles, absolutely immaculate; £1,695. — Taylor and Crawley, 33, Grosvenor Crescent Mews, Hyde Park Corner, Sloane 5213. (C4036)

BUICK

1936 and 1937 Buick pullman Limousines, divisions and occasional, both genuine 40,000 miles from new, chauffeur maintained, as new condition; £145 and £165. Terms and exchanges.—Kingston Car Sales, Kingston 9635 or Molesey 1178. (2828)

CADILLAC

JOE Thompson Motors Ltd., offer:—CADILLAC April 1955 4 door Saloon, power steering, 4,000 miles. radio and heater, dark blue.

1950 4 door saloon, radio heater, 33,000 miles, grey. — 91-5 Fulham Road South Kensington, S.W.3. Kensington 4858.

CADILLAC hydromatic drive, black saloon. Registered 1951, all extras, works maintained. £850. — Mayfair 0181. (C3008)

CHEVROLET

B. J. HUNTER Ltd.

1954 Chevrolet de luxe coupe, fitted all extras, most attractive. £1,075.—22-26 Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040)

JOE Thompson Motors Ltd., offer:—1953 Chevrolet 4 door saloon, heater, 10,000 miles, grey. — 91-5 Fulham Road South Kensington, London S.W.3. Kensington 4858. (C4028)

1950 Chevrolet 4 door de luxe, radio, heater, in exceptional condition.

1950 R.H.D. Chevrolet de luxe, in outstanding condition. SCOTT Cars, 341/7, Finchley Road Hampstead 7779 8676. (C4016)

CHRYSLER

AUTO Sales offer:—

1955 Plymouth Belvedere s/n. R.H.D. radio and heater, mileage under 3,000. £1,950.

1945 Windsor de luxe saloon, R.H.D. Radio and heater, black, brown leather interior. £495.

AUTO Sales (London) Ltd., Belsize Road, London, N.W.6. Maida Vale 5555/2155. (3830)

CITROEN

G.E.

1952 Citroen big six de luxe saloon, black, beige leather, radio heater etc. Recently overhauled, now undergoing service by ourselves. Written guarantee 396 guineas. Hire purchase, part exchanges.

GEOFFREY Edwards Ltd, Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

JOHN S. Truscott Ltd., for Citroen. ONLY the best examples are offered. Details of latest stock on request. — 172, Westbourne Grove, W.11. Bayswater 4274. (C4035)

£315 1950 light 15 saloon, £110 deposit. — Searle Ltd., 25, Church St., Hampton, Molesey 2142/3. (C4069)

1952 Citroen big 6, fitted heater and radio, black with red leather. 35,000 miles, one owner. This car is in really superlative order. — Standard House, 2 South End, Croydon, Croydon 0266. (C1102)

£235 1949/50 Citroen light 15 sports saloon, meticulously maintained and in very superior condition throughout, 3 months mechanical guarantee. Terms to suit and exchanges. — Coachcraft, Elm Road, Evesham, Tel. 6539. (C1059)

CITROEN

LEX Garages Ltd. DISTRIBUTORS for Citroen cars, Ace Corner, North Circular Road London, N.W.10.

RETAILERS and buyers of the finest used Citroen cars in England.—For details and demonstrations Tel. Elgar 5585 or 7680. (0953)

1951 light 15, genuine 35,000 miles, perfectly maintained by distributors. Four speed twin s.u.s. Fully undersealed. Offers over £400.—15, Cosby Rd. Countesthorpe, Leics. (2405)

1952 model light 15, met. grey/red, Heater, excellent condition. 39,000. Private sale, terms. £460 o.n.o.—Box 0270. (2407)

1955 Citroen light 15 h.p., grey/red interior, 12,000 miles, quite as new. £795.

1950 Citroen big six one owner, reasonable low mileage and in exceptional order in every way. £385.

GODFREY Houghton Ltd., Chester. Tel. 24818. (2261)

1950 November Citroen big six, in beautiful condition, £375.—Scott Cars 841/7, Finchley Road, Hampstead 7779, 8676. (C4016)

1955 October Citroen big six 22 h.p. hydromatic suspension, 500 miles. Cost over £1,500. Great bargain at £1,095.—Sidney Marcus Ltd., 33, Sloane Sq., S.W.1. Belgravia 3731. (C3006)

£325. 1949 light 15 saloon, one owner, excellent order. Terms exchanges. — Traynor Motors Ltd., Grangewood 2530/5834. (C4032)

1952 October Citroen 8 saloon de luxe, one owner, 25,000 miles. Superb car in every way and practically indistinguishable from new. £499. Terms, exchanges. — C.N.K. Motors, 353, Finchley Road, N.W.3. Tel.: Hampstead 5712. (C1052)

1952 Citroen de luxe light 15 large boot, extras. Black, new engine 1,700 miles. £375.—Can be inspected: Rose Cottage, Stanford Biggleswade Beds. (2396)

DAIMLER

1950 Consort tubeless tyres, heater w-mac, black. £555.—Phone Weybridge 4444. 2561

CAR Mart Ltd.

1954 Daimler conquest saloon, radio heater, grey with blue upholstery. £1,075.—Car Mart Ltd., 382, Streatham High Road, S.W.16. Streatham 0064. (C1089)

CASS'S Motor Mart.

1939 Daimler 24 h.p. Wendover, owner driver saloon black unblemished genuine 23,000 miles. £495.

1950 Daimler 24 litre saloon, blue, unblemished, heater, genuine 20,000 miles. one owner. £595.

WRITTEN guarantee.—5, Warren St. W.1. Euston 4110. (C1040)

STRATSTONE Ltd. Daimler Distributors.

DAIMLER 24 litre convertible coupe May 1953, black, beige leather one owner. 8,000 miles. £1,525.

24 litre century saloon July 1955, silver and blue, blue leather. 7,500 miles. £1,450.

24 litre century saloon April 1954, grey, red leather. 14,000 miles. £1,200.

24 litre conquest saloon December 1953 black, red leather. £985. STRATSTONE Ltd., 40 Berkeley Sq. W.1. (Mayfair 4404). (C4022)

USED CARS FOR SALE

DAIMLER

1954 Daimler Conquest saloon. Radio, heater, low mileage. Immaculate. £975.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185 (C3095)

1954 Century 13,000 miles, heater. One owner, most immaculate. £1,025.—Tolworth Motors Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

1951 Daimler 2½ litre saloon, black, red hide interior, radio, heater taxed. Appearance of a new car. £1,000 under new price. One private owner. £695. Consider part exchange. — Woodside, Bulkington Avenue, Worthing. Tel. 1839. (C4027)

£575 ! ! ! 1950/1 Daimler 2½ litre Consort de luxe saloon, specimen and brand new condition. Choice two. £495 ! ! ! 1949/50 Daimler 2½-litre de luxe saloon, only two owners. This car virtually looks as though its only done 5,000 miles.

LAMBS of Wood Green (established 1897). 100 guaranteed cars. Exchanges. Hire purchase. 421-423, High Road, Finchley. Finchley 6222. (C2052)

J. DAVY Ltd., offer:—1951 series Daimler Consort, black, blue hide heater, radiator muff driven by second owner only, a relative of first owner. 84,000 miles. £599.

1955 October Daimler Conquest, black, beige hide, 1,200 miles only, a new car at a saving of over £300. £1,295. 180/184, Kensington High Street, W.8. Wes. 7181. 215 Brompton Road, S.W.8. Knightsbridge 4215. (C1069)

MANN Egerton and Co. Ltd. 1955 Daimler Regency saloon, green with green leather upholstery. 3,000 miles.

MANN Egerton and Co. Ltd., 14 Berkeley Street, W.1. Hyde Park 3073 (C2006)

1954 Daimler Conquest almost new condition. £945. Guaranteed. Terms, exchanges. — Swanmore Garages Ltd., 1176-1180, Christchurch Road, Bournemouth, Bournemouth. Southbourne 43344 and 43345. (C4024)

1939 DB model saloon Daimler first class condition. Manufacturers' report. Wireless. £300 or nearest, any trial. —Reed, The Cottage, Etwell, Derby. (2553)

A DAIMLER exchange? Ask Ralph Clewes at the Coventry Motor Mart, Ltd., official area dealers for part of Warwickshire.—Write or tel. Coventry 2146-7. (0444)

£995 ! ! ! Daimler special sports coupe 1952 twin carburetor engine and over-drive gear, many extras radio, heater etc., immaculate coachwork, very outstanding performance, a really beautiful car at a competitive price.

£895 ! ! ! Daimler 26 h.p. 8 seater limousine 1938/9, a genuine one-owner car in post-war condition, coachwork and interior almost like new, reconditioned engine fitted June 1955, the whole vehicle superbly maintained, widest type 3-seater occasional, discs etc. ideal car for high class weddings, funerals or private hire work.

CAMDEN Motors, Leighton Buzzard 2041. Write for catalogue. Showrooms opened until 8 p.m. (C1035)

1952 Daimler 2½ litre Barker, drophead, beige and black, one owner. Very attractive car. —Jacquier Ltd., 225/7, Hammersmith Road, London, W.6. Tel. Riverside 6677/8. (C2043)

DELAGE

DELAGE D6 3 litre 1951 model, fitted 6-seater saloon body, finished in 2-tone metallic grey, heater, wireless, new tyres mileage 28,000. Immaculate condition throughout, guaranteed. £975. Part exchange or h.p. facilities arranged.—Toby Motors, Regent Road, St. Yarmouth. Tel. 3273. (2244)

DELAHAYE

1953 3 litre 4 seater drophead, actual show model, fantastic performance and road holding. Accept £1,575 or near offer. Exchanges, terms.—Swanmore Garages Ltd., 1176-1180, Christchurch Road, Bournemouth, Bournemouth. Southbourne 43344 and 43345. (C3045)

D.K.W.

1939 D.K.W. saloon. £60 — Details write Beasley, 91, Friar-chill Road, Hinckley, Leics. (2402)

DYNA-PANHARD

UNREGISTERED type Z.1 streamlined saloon 850 c.c. works mileage. £875. Terms. Exchanges.—Richards and Carr, Ltd., 85, Kinnerton Street S.W.1. Sloane 5424. (C3045)

DODGE

MAY 1954 Dodge Kingway saloon. Right hand drive. Black with green upholstery. Fitted heater. Low mileage. £1,600.—80, Piccadilly W.1. Grosvenor 4141. (2723)

1954 Dodge 4 door saloon, radio, low mileage. — Joe Thompson Motors, Ltd., 91-5, Fulham Road, South Kensington, S.W.8. Kensington 4858. (C4028)

FIAT

G.E.

1947 '500' 2-door, 2-seater saloon, lavender grey, red wheels, grey cord interior. An excellent example with complete engineers' report. Written guarantee 278 guineas. Hire purchase, part exchanges. —Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

H. C. PAUL, Ltd. 1955 Fiat 600, grey, 45,000 miles. £485.—32, Bruton Place, Berkeley Sq., W.1. Mayfair 0821/2. (C3040)

J. DAVY, Ltd., offer:—1956 series Fiat 1100 saloon, grey, 2,000 miles, one owner, virtually a new continental car at a commonplace price, £775.

1955 (August) Fiat 1100 TV, duo blue, blue interior, 6,000 miles, one owner, as new, high performance car costing to-day £1,126, £265.

180/184, Kensington High St., W.8. Wes. 7181. 215, Brompton Road, C.W.3. Knightsbridge 4215. (C1069)

RICHARDS & CARR, Ltd., are always best value.

1956 Fiat 1100 saloon, 408 miles, heater, screen sprays, as new, £795.

1954 (October) Fiat 1100 saloon, 7,000 miles, heater, tartan covers, one fastidious owner, comparable new condition, £695.

35, Kinnerton St., S.W.1. Sloane 5424. (C3045)

FIAT

525 gns. Fiat 600, 1955 saloon, heater, one owner, 8,000 miles, spare unused. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

C. V. RUSHMER AUTOMOBILES (Official Fiat Agents), 1955 1100 saloon, 6,000 miles, one owner, showroom condition, 45 m.p.g., 80 m.p.h., £725, guaranteed; 1956 Fiat 600 saloon, 3,000 miles, one owner, £550.—45, Holland Park Mews, W.11. Park 5731. (C3001)

MAYFAIR GARAGES Ltd.—Fiat new model 600. Immediate delivery from stock. Below:—

MAYFAIR GARAGES Ltd.—Fiat 600, 1955 saloon, one owner, small mileage, almost new condition, 3 months guarantee, £545. Below:—MAYFAIR GARAGES Ltd.—Choice of three postwar Fiats in stock. Below:—

MAYFAIR GARAGES Ltd.—Fiat 500, 1939 de luxe 4-seater convertible saloon, reconditioned engine, smart car with excellent and economical performance, 3 months guarantee, £225. Below:—

MAYFAIR GARAGES Ltd.—Fiat 1937 500 convertible coupe, excellent condition, £145. (Choice of 12 pre-war Fiats). Below:—

MAYFAIR GARAGES, Ltd.—Price lists and copy of the Autocar Road Test Reports on request to:—MAYFAIR GARAGES Ltd., West End Fiat Showrooms, Balderton Street (Opp. Selfridges clock), W.1. Mayfair 3104/5. (C3009)

1955 Type 1900 A. 4-door saloon. 5-speed gear box, fluid drive, radio, washers, 90 m.p.h., 28 m.p.g., genuine 11,000 miles, beautifully finished, cost new £1,500, bargain, £995.

All new Fiats in stock.—Anthony Crook, Fiat Distributors, High St., Esher, Surrey. Tel. 4580. (C1063)

FORD ANGLIA

KENTISH & THOMSON, Ltd.—1953 Ford Anglia, one owner, 14,000 miles, as new, £345.—564, Wickham Rd., Shirley, Springpark 3477. (C2047)

445 gns. Ford New Anglia 1954 saloon, heater, one owner, excellent condition. Choice of 7 new Anglias. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

WALTER SCOTT, Ltd., offer 1955 Anglia, black, heater, screen washers, low mileage, as new, one owner, £495.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Primrose 4466. (C4006)

USED CARS FOR SALE

FORD ANGLIA

1953 Ford Anglia, fawn, excellent tyres, reconditioned engine, one owner. Terms, exchanges, £335.—Clubman Autos, 138/142, Tooting High St., S.W.17. Balham 3484.

(C1095)

1955 Anglia, green, export model, heater, 8,000 miles, one owner, excellent condition, £510.—Terminus 1627.

(2640)

1956 Anglia de luxe, 4,300 miles, one owner, black, heater, perfect condition, £575.—Hayward, 143, George St., Bedford 5080.

(2388)

ANGLIA, 1955, export specifications, heater, insured, taxed, 5,000 miles, perfect condition.—Potters Bar 3332.

(2630)

1955 Nov. Anglia, blue, export model, 4,000 miles, excellent condition, delivery April, £550 or nearest offer, owner going abroad.—McHarg, 74, East King Street, Helensburgh, Dumbartonshire.

(2690)

1955 Anglia de luxe saloon, leather, heater, black red upholstery, low mileage, guaranteed, £485.—Palmer, 3, Russell Gardens Mews, Kensington, W.14, Park 9704 and 5968.

(C3034)

1955 Ford Anglia, heater, 6,000 miles, unrepeatable, £499.—Jack Pozner (Automobiles), 395, Hendon Way, N.W.4. Hen 8011-2.

(C3063)

1954 model, new Anglia, fitted heater, wing mirrors, wind tones, immaculate, £475.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196.

(C1097)

1951 Ford Anglia saloon, reconditioned engine, very clean, £285. Also '49, £245; '46, £215. Easiest terms, exchanges.—Rois Automobiles, Ltd., 127, Parkway, Regents Park, N.W.1. Euston 2700/8894.

(C3059)

1955 (Feb.) Anglia saloon, grey, maroon, interior, one owner since new. Excellent condition, £495.—Robbins, East Putney. Tel 7881.

(C3010)

1955 Ford Anglia, heater, w/ washers, extras, £495.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185.

(C3093)

FORD POPULAR

W.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

1954 Popular saloon, black with red upholstery, indicators, parcel shelf, excellent condition, £350.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

GEE CARS Ltd., offer:—

1955 Ford Popular, one owner, radio, etc., £350.

60-62, Queenstown Rd., S.W.8. Mac. 3363/4.

(2826)

FORD POPULAR

J. DAVY, Ltd., offer:—

1954 (August), grey, blue interior, many extras, 15,000 miles, one owner, £325.

1955 green/green interior, loose covers, spare unused, 6,000 miles, one owner, £375.

180/184, Kensington High Street, W.8. Wes. 7181. 215, Brompton Rd., S.W.3 Knightsbridge 4215.

(C1060)

A.I. AT BROWNS.

1948 (Oct.) Ford Popular, Bristol fawn, fitted with heater, trafficators, etc., 13,000 miles. Choice of two.

W. J. BROWN Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. HAM 2284.

(C1025)

1954 Ford Popular Saloon, taxed, magnificent, guaranteed, £300. Payments.—Vaughan, 17, Astwood Mews, S.W.7. Frohisher 1319.

(C4078)

SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division, offer:—

1954 Ford Popular, heater, extras, £345.—355, High Rd., Wembley, Middx. Tel: Wembley 4422.

(C4015)

TANKARD & SMITH, offer:—

1955 Ford Popular saloon, green/beige, 12,000 miles, one owner, really nice condition, £365. Three months written guarantee.—194, King's Rd., S.W.3. Flaxman 4801.

(C4025)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1953 (November) Popular saloon, one owner, immaculate condition throughout, £350.

1955 Popular, low mileage, as new; £389.—D. J. Shepherd and Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631.

(C4009)

1954 Ford Popular saloon, 18,000 miles only, many extras, three months guarantee, £335.—C. & W. Motors Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines).

(C1061)

1954 model Ford Popular saloon, black, 7,000 miles, as new, £365.—Salmons Garages Ltd., Temple Bar 3338.

(C4029)

1954 Ford Popular, 8,500 miles, one owner, as new, £365.—Beardmore, 26, Queensway, W.2. Bayswater 0136.

(C1015)

295 gns. Ford Popular 1954 saloon, fawn/red, trafficators, loose covers, one owner, spare unused. Choice of 6 Populars. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041.

(C4018)

1954 Ford Popular saloon. Company car—one owner, excellent condition throughout, £325. A bargain.—SILverthorn 3881.

(2666)

FORD POPULAR

1955 (Oct.) fawn, 3,000 miles, dual wipers, parcel tray, floor covers, Marchal lamp conversion. Any trial or inspection. £395.—Perivale 1723 evenings.

(2404)

FORD PREFECT

W.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel: Hillside 6621.

1955 Prefect saloon, Dorchester grey, with red upholstery, heater, radio, twin wing mirrors, one owner, excellent condition, £575.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel: Hillside 6621.

(C3042)

WOOD & LAMBERT, Ltd. Main Dealers.

1955 Prefect saloon, black with red interior. Most attractive, £530.—49, Stamford Hill, N.16. (Sta 3434).

JACK ROSE, Ltd.

1955 Prefect saloon, with heater, almost unmarked, £525.—Stafford Rd., Wallington, Surrey. Wallington 6677; Burgh Heath 2376.

(C3056)

£525. 1955 Prefect saloon, black, red interior, 5,000 miles, one owner, and completely unmarked.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hou. 0175/9309.

(2853)

1955 model Ford Prefect, colour green, 7,000 miles, heater, as new, £565.—Dobson's Ltd., Staines 801.

(C1074)

1952 Ford Prefect, green, leather, excellent tyres, immaculate condition, one owner. Terms, exchanges, £325.—Clubman Autos, 138/142, Tooting High St., S.W.17. Balham 3484.

(C1095)

PREFECT, new and unused (Nov. '55), works mileage only, black with red upholstery, £575. Terms, exchanges.—D. F. Wyatt, Ltd., 31/33, Fortune Green Rd., West Hampstead, N.W.6. Hampstead 8988.

(C4084)

1955 Ford Prefect, low mileage, heater, black, £535.—Engines Reconditioned Ltd., 333, Pinner Rd., Harrow. Harrow 1269.

(C2070)

1955 (July) Ford Prefect saloon, Winchester blue, loose covers, carpets, twin spot lamps, screen-washer, speedo reading 5,000 miles. £575.

ELITE MOTORS (TOOTING) Ltd., 951-961, Garratt Lane, Tooting, S.W.17. Phone: Bal. 1200 (50 lines).

(C2005)

WALTER SCOTT, Ltd., offer: 1955 Prefect, black, heater, screen washers, low mileage, spotless, one owner, £535.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Primrose 4468.

(C4006)

USED CARS FOR SALE

FORD 8

1939 Ford 8 saloon, black, red interior, engine recently reconditioned, new tyres, seat covers, £175.—Hillwood Motors, Mill Hill (London) 4232. (2782)
 1946 Ford 8, reconditioned engine recently fitted, £225.—Kirkdale Cars, Kirkdale, Sydenham. Tel: Sydenham 6129. (C2068)

FORD PREFECT

1955 (Sept.) Prefect saloon, black, maroon interior, fitted special six-ply tyres, 6,000 miles, indistinguishable from new, £545.—Robbins, East Putney. Tel. 7881. (C3010)

1955 (Aug.) Prefect, blue, 4,800 miles, taxed. Laid up as owner acquired larger car. Carefully driven. Seen London, £550. Box 0553. (2803)

1,000 miles, unblemished and indistinguishable from new, 1956 model Ford New Prefect 4-door de luxe saloon, Dorchester grey, red leather, heater, wing mirrors, etc., 575 gns., cost £665; also 1955 model at 495 gns. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1953 Ford Prefect, black, brown interior, 11,000 miles. £375.—Notting Hill Garage, Cambridge Gardens, W.10. Tel. Lad 1155. (C3027)
 1953 Prefect saloon, leather, guaranteed. £335.—Palmer's, 3, Russell Gardens Mews, Kensington. W.14. Park 9704 and 5968. (C3034)

1950 Ford Prefect saloon, black, fitted with heater, etc. Choice of two, £365.

W. J. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. HAM 2284. (C1025)
 ACLAND & TABOR Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, offer:—

1950 Ford Prefect, finished beige, heater, excellent condition throughout, £325. Maximum H.P. terms, etc. (C1001)

PREFECT, 1949/50, black, immaculate condition, £310.—P. Silver, 3, Avondale Rd., N.13. (2633)

1956 Prefect le-luxe, works mileage only, £625.—F. G. Barnes and Sons, Godalming 1666. 2651

1956 Prefect de luxe, heater, leather, Dorchester grey, taxed year, mileage 250, total cost £674, accept £660.—Bedford, 10, Francis-can Rd., Cheylesmore, Coventry. (2400)

1956 Prefect, works mileage, heater, underseal, £640.—Phone evenings, Colchester 3934. (2380)

1955 late Oct. green Ford Prefect, export model, heater, seat covers, one owner going abroad; 6,000 miles, perfectly maintained, £560. Available middle of March.—Dees, 30, Villiers Rd., Southsea, Hants. (2694)

FORD PREFECT

1955 Prefect, leather, Litchfield green, 5,000 miles, immaculate, £535.—Forest Hill 8549, after 7 p.m. (2609)

PREFECT 1951, 24,000, excellent condition, one owner, £320.—Davey, 633, High Rd., Seven Kings 2910. (2669)

FORD CONSUL

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

1954 (first reg. Nov. 1953), Consul saloon, black with red leather upholstery, heater, twin wing mirrors, excellent condition. £565.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

W.M.
 1955 (June) Ford Consul convertible, green with fawn leather, heater, mileage 10,000, virtually as new, £650.—Welbeck Motors Ltd., 107 Crawford St., London, W.1. (nr. Baker St. Station). Welbeck 1139. (C4049)

A.1. AT BROWNS

1954 Ford Consul saloon, black with red leather interior, heater, etc. £585.

W. J. BROWN, Ltd., Ford Distributors for 30 years, 339, Finchley Rd., N.W.3. HAM 2284. (C1025)
 J. DAVY, Ltd., offer:—

1955 Dorchester, grey, red hide, heater, choice of two, from £585.

1955 Consul Convertible, Dorchester grey, red hide, heater, radio, wing mirrors, 6,000 miles, one owner, as new, cost to-day £1,000, £775.

180/184, Kensington High St., W.8. Wes. 7181. 215, Brompton Road, S.W.3. Knightsbridge 4215. (C1069)
 CAR MART Ltd.,

1955 Ford Consul convertible, radio, heater, £715.

CAR MART, Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054. (C1039)

WOOD & LAMBERT, Ltd., main dealers.

1955 Consul saloon, black with red interior, heater, carefully maintained, £565.—49, Stamford Hill, N.16. (Sta. 3434). (C4093)

1953 Consul saloon, black, heater, guaranteed, £445.—Palmer's, 3, Russell Gardens Mews, Kensington. W.14. Park 9704 and 5968. (C3034)

1955 Ford Consul saloon, heater, one owner, low mileage, £595.—A. Owen (Hendon) Ltd., The Hyde, N.W.9. Tel: Colindale 3185. (C3095)

WALTER SCOTT Ltd., offer: 1955 Consul, black, heater, low mileage, unmarked, one owner, £595.—39, College Crescent, Hampstead, N.W. 3. (Swiss Cottage Tube). Primrose 4466. (C4006)

FORD CONSUL

1955 Consul saloon, grey, fitted heater, excellent condition, £575.—R. S. Currie and Co., Ltd., 105, Westbourne Grove, Bayswater, W.2. Bayswater 0085/6. (C1093)

465 gns. Ford Consul 1953 model saloon, leather, heater, one owner, excellent condition. Choice of 6 Consuls. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1955 Consuls, choice of 2, both black, leather, heater. One 11,000 miles, at £595; one 1,800 miles at £660.—Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. (C1097)

1956 Ford Consul saloon, fitted heater, under 500 miles, £685.—Ripco Ltd., 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C3052)

FORD ZEPHYR

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

1955 Zephyr 6 saloon, black with red upholstery, heater, mileage 11,500, one owner, excellent condition. £610.

1954 (first reg. Dec. 1955), Zephyr 6 saloon, black with red leather upholstery, heater, twin wing mirrors, excellent condition, £575.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

J. DAVY, Ltd., offer:—
 1953 series Zephyr saloon, Dorchester grey, red leather, heater, spot lamps, engine recently re-bored, mechanical and exterior condition excellent, one owner, £495.

1954 (August) Zephyr convertible, ivory, green hide, heater, power hood, seat covers, wing mirrors, 12,000 miles, one owner, costing today £1,050, £745.

180/184, Kensington High St., W.8. Wes. 7181. 215, Brompton Road, S.W.3. Knightsbridge 4215. (C1069)

B. J. HUNTER, Ltd.

1954 Ford Zephyr convertible, choice of two, £725.—22-26, Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040)

RICHARDS & CARR, Ltd., are all ways best value.

1955 Zephyr convertible, heater, power hood, hide, 4,600 miles, £795.

1953 Zephyr saloon, one owner, 17,000 miles, overdrive, full Raymond Mays conversion, radio, heater, 100% condition, £575.

1953 (September) Zephyr saloon, radio, heater, 26,800 miles, excellent throughout, £495.

35, Kinnerton St., S.W.1. Sloane 5424. (C8045)

USED CARS FOR SALE

FORD ZEPHYR

WARWICK WRIGHT, Ltd., offer:—
1955 Ford Zephyr convertible, power-hood, grey with red upholstery, heater, 9,000 miles, £775.

1955 Ford Zephyr saloon, fawn, with red upholstery, heater, 3,000 miles, £695.

WARWICK WRIGHT, Ltd., 150, new Bond St., W.1. Mayfair 9761. (C4043)

GEE CARS Ltd., offer:—

1953 Ford Zephyr, black and red upholstery, £475.

1951 Ford Zephyr, black and red upholstery, heater, radio, etc., £435.

60/62, Queenstown Rd., S.W.8. Mac. 3363/4. (2825)

WOOD & LAMBERT, Ltd., main dealers.

1953 Zephyr saloon, blue, blue leather, heater, most attractive, £495.—49, Stamford Hill, N.16. (Sta. 3434). (C4093)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, offer:—

1954 Zephyr saloon, finished black, red upholstery, heater, fitted Raymond Mays' 3 carburettor conversion, special springs, overdrive, rev. counter, spotlamps, one owner, this car is in immaculate condition throughout. £695. Maximum, etc. (C1001)

£495!!! 1953 Ford Zephyr, de luxe saloon, choice 2, both small mileage and beautiful condition.

LAMBS of Wood Green (Established 1897), 100 guaranteed cars, exchanges, hire purchase.—421-423, High Rd., Finchley. Finchley 6222. (C2052)

425 gns. Ford Zephyr 1952 saloon, leather, heater, radio, one owner, excellent condition. Choice of 4 Zephyrs. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

G. & M. ALFREDS (1936) Ltd.,—1954 Ford Zephyr, power operated, convertible coupe, many extras, superb order, one owner, £595 only.—6-7, Warren St., W.1. Euston 3268. (C1005)

1955 Ford Zephyr convertible. Power operated hood, leather and heater. Colour—Ivory throughout, 3,000 miles, condition as new. Price £795, cost £1,100 new.—Bella Service Garage, 144, London Rd., Kingston. Tel: KIN 1185. (C1016)

ATTRACTIVE 1953 Zephyr, 22,000 miles, green, radio, heater, leather, special tyres, many extras, careful single owner, best offer near £475. Ring: FOR. 0334, evenings. (2706)
1955 (March) Zephyr, black/red, leather, heater, £520; exchange considered.—Tel. 68851 Southampton. (2296)

FORD ZEPHYR

1953 Ford Zephyr, full de luxe saloon, leather, radio, heater, taxed, £475 or terms.—Bray Motors, 180 West End Lane, N.W.6. Ham 6490 (C1024)

1953 Ford Zephyr saloon, blue, heater, low mileage, magnificent performance, £475.—Cales Garages Ltd., 42, Worple Rd., S.W.19. Wimbledon 0195 and 13-14, Castle Parade, Ewell 2393. (C1054)

FORD ZODIAC

W.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621

1954 Zephyr Zodiac saloon, Dorchester grey/Bristol fawn colour combination, all the usual accessories, low mileage, excellent condition, £625.

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

B. J. HUNTER, Ltd.,

1954 Ford Zodiac, fitted radio and heater, £650.—22-26, Cricklewood Broadway, N.W.2. Gla. 6303/4. (C2040)

ALLAN TAYLOR (Motors) Ltd., offer:—

1953 (April) Zodiac, grey and fawn, one owner, £675.—High St., Wandsworth, S.W.18. Tel. Vandyke 7222 (10 lines). (2816)

1954 Ford Zodiac saloon, grey and green, one owner, supplied and maintained by us since new, £695.

1954 model Ford Zephyr, dark green leather, heater and screen wash., one owner, loose covers fitted since new, £595. 3 months guarantee, hire purchase facilities and part exchange.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE, Works, Store: Barnsdale Rd., off Elgin Avenue, W.9. Cunningham 5936. (C2010)

1955 Zodiac saloon de luxe, fitted overdrive, sun visor, rear window demister, low mileage, £695. —Brown's Garage (Loughton) Ltd., Loughton, Essex. Tel. 6262. (C1034)

1955 grey/green, radio, seat covers, 4 new tyres just fitted, 18,000 miles, one owner, as new, £655.

J. DAVY, Ltd., 180/184, Kensington High St., W.8. Wes. 7181. 215, Brompton Rd., S.W.3, Knightsbridge 4215. (C1069)

FORD V8

A.Z. Motors offer: beautiful 1950 Pilot, fitted heater, new tyres, £295.—Palmerston Rd., N.W.6. MAI 4723. (C1011)

£299. 1951 Ford Pilot. Heater, radio, immaculate. —Haverstock Garage, Haverstock Hill, London, N.W.3. Tel: Gulliver 2422. (C2093)
1949 Ford Pilot, virtually as new.—Bridge Motor Works (Leicester) Ltd., Abbey Lane, Leicester. Tel: 61978. (2729)

FORD V8

365 gns. Ford V8 Pilot Sept. 1949 saloon, leather, heater, good condition. Choice of 4 Pilots. Terms, exchanges, list. Open 9-7 weekdays and Saturdays. —Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£145!!! Ford V8, specimen club coupe, 30 h.p. model, 1937, very remarkable condition, genuine one owner car, authenticated mileage just over 50,000, reconditioned engine, this coupe is one of three cars owned by wealthy enthusiast, it is in exceptional condition throughout.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms opened until 8 p.m. (C1035)

FORD MERCURY

£295 1947 Ford Mercury saloon, grey, fitted radio and heater, excellent condition throughout. —Weybridge Automobiles Ltd., 30, Queen's Rd., Weybridge. Weybridge 233. (2818)

FORD MISCELLANEOUS

DICKS CAR SALES Ltd.,

1951 Ford Taurus saloon, very attractive and roomy. £395. 399-401, High Rd., Kilburn, N.W.6. MAI 6888/9. (C1072)

FORD Super de luxe, registered 1950 ('47 model); righthand drive, excellent condition, £325. H.P. terms and exchanges. —Phillips Motors, 77, Chalk Farm Rd., N.W.1. Primrose 6666. (2797)

HEALEY

£385. 1947 2½-litre 2-seater sports/racing car. Beautiful and potent. Terms if required. —Bob Glynn Sports Cars, 189, Pavilion Road, Sloane St., London, S.W.1. Tel: Sloane 4867. (C2098)

BROOKLANDS Individuality.

1954 Healey 2.4-litre Tickford saloon, heater, buy or sell with confidence, exchanges.—103, New Bond St., London, W.1. Mayfair 8351. (C1029)

J. H. BARTLETT, Healey 1951. Tickford saloon, exceptional condition, £595.—27, Pembridge Villas, W.11 (C1013)

HILLMAN TEN

G.E.

1952 series Hillman Mark V convertible 2-door 4/5 seater coupe, immaculate throughout, black, chromium, burgundy leather. Equipped numerous extras, excellent tyres, serviced throughout. Written guarantee, 448 gns. Hire purchase, part exchanges.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (2000)

1955 Hillman Californian, heater, 2-tone, very low mileage, as new, £850.

SCOTT CARS, 341/7, Finchley Rd., Hampstead 7779, 8676. (C4016)

USED CARS FOR SALE

HILLMAN TEN

SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division, offer:—

1951 Hillman Minx, one owner, £425.—355, High Rd., Wembley, Middx. Tel: Wembley 4422.

(C4015/1

£325!!! 1947 Hillman 10 drophead coupe, rare and beautiful condition, impossible to find a better.

LAMBS of Wood Green, (Established 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222.

(C2052

HILLMAN Minx saloon (May 1953) grey, red leather, low mileage, £485.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404).

(C4022

1955 Hillman Californian, 4,000 miles, radio, heater, Whitehall tyres, undersealed, £685.—A Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185.

(C3095/1

1956 Hillman Californian, works mileage, list price.

1956 Hillman Minx de luxe saloon, mileage, £720.

1956 Hillman Special saloon, works mileage, £677.

A. OWEN (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185.

(C3095

1954 Hillman Minx saloon, black, red leather, heater, 4,000 miles only, as brand new. £565.—Silverthorne Motors, Ltd., 11, Fitzroy Square, W.1, Euston 7811. (C4011

Hillman Minx Estate car, 1953 (late type) in beautiful condition. Very small mileage. One owner, £495. Terms, exchanges.—D. F. Wyatt, Ltd., 31/33, Fortune Green Rd., West Hampstead, N.W.6.

Hampstead 8988.

(C4084

1955 model Hillman Californian, 8,000 miles, radio, heater, white-wall tyres, immaculate throughout, £675.—Sidney, Marcus Ltd., 33, Sloane Sq., S.W.1. Belgravia 3721.

(C3006

A. Z. MOTORS, offer: 1953/4 anniversary Minx, 10,000 miles only, one owner, spotless condition, £475.—Palmerston Rd., N.W.3. MAI 4723.

(C1011

ELLIOTT saloon 1949. Heater, washers. Recent major engine and body overhauls. 25 mpg 100 mph in greatest comfort. £500. Upminster, Essex 2649.

(2481

1955 May Hillman Minx, black, as new, many extras. Best offer over £600. 4, Moss Avenue, Orrell, Wigan.

(2633

1955 Hillman Minx, mark VI saloon, black, red interior, exceptional condition throughout. £465.

—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026

HILLMAN TEN

J. DAVY, Ltd., offer:—

1947 (November) Hillman Estate car, golden sand brown yynide, road lamps, re-sprayed and re-trimmed, appearance as new; £325.

1955 Husky, choice of 2 from £525.

J. DAVY Ltd., 180/184, Kensington High St., W.8. Wea. 7181; 215, Brompton Rd., S.W.3. Knightsbridge 4215.

(C1069

CAR MART Ltd.

1955 Hillman Minx Mark VIII saloon, £595.

CAR MART Ltd., 382, Streatham High Rd., S.W.16. Streatham 0054.

(C1039

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1953 (late) Hillman Minx, heater, £445.—609, Kenton Rd., Kenton, Middx. Tel: Wordsworth 7805.

(C1008

SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division, offer:—

1939 Hillman Minx, £150.—355, High Rd., Wembley, Middx. Tel: Wembley 4422.

(C4015

£695. 1956 Minx Gaylook de luxe saloon, duo tone, Ivory/blue, 400 miles only and completely as new.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hon. 0175/9309.

2852

£285. 1946/7 Hillman Estate. Grey, excellent. — Haverstock Garage, Haverstock Hill, London, N.W.3. Tel. Gulliver 2422.

(C2093

WARWICK WRIGHT, Ltd., offer:—

1955 Hillman Mark VIII Estate car, heater, grey, red upholstery, 8,000 miles, £765; another in golden sand, low mileage.

1953/4 Hillman Minx saloons, all standard colours, low mileages, from £495.

1954/5 Hillman Minx Mark VIII saloons, all standard colours, low mileages, from £595.

1956 Hillman Minx de luxe saloon, pearl grey/olive green, as new, £695.—Brew Brothers Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333.

(C1083

1954 Minx convertible, 15,000 miles carefully maintained by sole owner. £530. Box 0265.

(2406

JUNE 1955, Hillman Minx Mk. VIII saloon, colour green, 7,000 miles only, condition as new. John Trigg Ltd. Esher 2255.

(C4086

495 gns. Hillman Minx. 1954 phase VII saloon, heater, one owner, excellent condition. Choice of 12 Minx. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041.

(C4018

1953 (reg.) Hillman Minx convertible. £415.—Montroe Motors (N. H. Boswell), 91-95 Epping New Rd., Buckhurst Hill, Essex. Tel.

1171-2.

(C3008

HILLMAN TEN

1955 Hillman Minx Mark VIII convertible, golden sand with red upholstery, radio and heater, 10,000 miles, £715, also in black, low mileages.

1955 Hillman Mark VIII Californian, green, green upholstery, 8,000 miles, £695; another in grey and blue, low mileage.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

(C4045

JULY 1954. Green Minx convertible, 24,000 miles, heater, one owner car, very good condition throughout. Price £450. Mackay's Garage, Dingwall, Scotland. (2687

1954 (July) Minx convertible, claret with beige leather, heater, H.M.V. P.B. radio, seat covers, one owner, immaculate; £540.—Friary Motors, Old Windsor. Windsor 2002.

(2257

1937 model Hillman 10 h.p. saloon, engine and body good condition, 40 m.p.g. £288 or would accept hire purchase terms. Apply Heathfield Garage, Heathfield Road, Wandsworth Common, S.W.18.

(2381

1956 Hillman Minx de-luxe saloon, as new, just run-in, £670. Terms arranged. Pettifer, Bromyard, Herefordshire. (Tel. 9).

(2383

1949 Hillman Minx, heater, excellent condition, £375.—Kirkdale Cars, Kirkdale, Sydenham. Tel: Sydenham 6129.

(C2068

1955 Hillman Minx convertible, fawn, 2,721 miles. £700.—Salmons Garages Ltd., Temple Bar 3338.

HILLMAN HUSKY

£595. 1956 Husky Utility, duo tone Ivory/blue, only 150 miles, as new.—G. S. Hall Ltd., 302 King St., Hammersmith, W.6. Riverside 2881.

(2856

1956 Hillman Husky, 150 miles only.—G. and M. Alfreds (1936) Ltd., 6-7, Warren St., W.1. Euston 3268.

(C1005

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6821.

1954 Hillman Husky, blue with red upholstery, heater, Ace rimbellishers, roof rack, mileage 10,000, one owner, excellent condition, £525.

W. HAROLD PERRY Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6821.

(C3042

4,700 miles, unmarked and almost equal to new. July 1955 Hillman Husky dual purpose estate car. Golden sand, red interior, heater, passlight, one private owner. 525 gns., today's new cost £665. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith Hampstead (Hampstead Tube), Hampstead 6041.

(C4018

USED CARS FOR SALE

HILLMAN HUSKY

1956 Hillman Husky, green/grey, heater, under 2,000 miles. As new. Taxed. £595.—L. F. Dove, Ltd., Guildford Road, Woking. Tel: Woking 1282. (C1078)

1955 (August) Hillman Husky, green, fitted heater; taxed year, £525.—Watkins, Brynhyryd, Llan-yre, Llandrindod Wells. (2477)

WARWICK WRIGHT, Ltd., offer:—1955 Hillman Husky Double Duty, golden sand with red upholstery, 1,000 miles, £575, also in blue or green, low mileages.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

HUMBER

CAR MART Ltd.

1954 Humber Super Snipe, touring limousine, heater, £695.

CAR MART Ltd., 320, Euston Rd., N.W.1 Euston 1212. (C1039)

JACK ALPE offers Limousines:—LIMOUSINE, 1948 Pullman, 17,000 genuine, heater, cloth rear, one private owner, £635.

SEVEN-PASSENGER, 1952 Imperial Mark III, black saloon, dark leather, radio, £845.

LIMOUSINE, 1952 Mark III, leather throughout, heater, radio, one private owner, small mileage, £985; another 1952 leather Limousine, £925.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (CC1103)

1952 Humber Super Snipe, fitted radio, heater, black with lovely fawn leather, a specimen car, 465 gns. Written guarantee, terms, exchanges.—H. F. Edwards and Co., Ltd., 28-34, Upper High St., Epsom, Surrey. Epsom 5611. (C2001/1)

SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division, offer:—

1950 Humber Snipe, drophead, £375. 355, High Rd., Wembley, Middx. Tel: Wembley 4422. (C4015)

£295!!! 1947 Humber Hawk de luxe saloon, beautiful condition, choice 2.

£365!!! 1953/4 Humber Hawk de luxe saloon, absolutely specimen magnificent vehicle, looks and runs just like new, choice 2.

LAMBS of Wood Green (Established 1897), 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222. (C2052)

UNUSUAL opportunity to save £350, one only, as brand-new shop-soiled Humber Super Snipe saloon, black, red leather, bucket seats, guaranteed. Our special price, £1,358. Terms, exchanges.—H. F. Edwards and Co., Ltd., 28-34, Upper High St., Epsom, Surrey, Epsom 5611. (C2001)

HUMBER

1948 (Sept.) 14 h.p. Hawk saloon, grey/grey interior. One owner since new, £300. Below.

1951 model registered Nov. 1950, Super Snipe saloon. Metallic green, fawn interior, heater, excellent condition. £345.—Robbins, East Putney. Tel: 7881. C3010

AUTOMOBILE & AIRCRAFT SERVICES Ltd., offer:—

1955 Humber Hawk, heater, £825. 609, Kenton Rd., Kenton, Middx. Tel: Wordsworth 7805. (C1008)

1952 Humber Super Snipe saloon. Satin bronze, very good condition throughout. Fitted with heater, £425.—Lovelocks Motors, New Rd., Wallingford, Berks. Phone 3117. (2737)

1948 (July) Humber Snipe, grey, radio, sun roof, excellent condition; terms, exchanges; £315.—Springfield Garages, Ltd., (Southgate Tube). Pal. 5576/7. (2332)

ONE December, 1954, Mark VI Humber Hawk, colour black, radio and heater, excellent condition, one owner from new; £725. Exchanges and H.P. facilities.—Fridays (Maidstone) Ltd., Yeoman Garage, Ashford Rd., Maidstone. (2595)

ZENITH MOTOR Co., offer:—

1953 Humber Hawk saloon, colour beech green, fawn leather upholstery, fitted heater, windscreen washer. One owner. £555.

591, Commercial Rd., London, E.1. Ste. 4285—20 lines. (2757)

HUMBER Pullman limousine, first registered October 1950, fitted heater and radio, low mileage, in perfect condition; £1,075.—Bedford Motor Works, Ltd., 85/87, Dulwich Rd., London, S.E.24. Brixton 4242. (2258)

'53 October Humber Hawk, black, red leather, radio and heater, in very nice condition; £575.—Noel Bell Ltd., Putney Vale, S.W.15. PUT. 7851. (2798)

P. & J.

PASS & JOYCE, Ltd.

1955 (July) Hawk, overdrive, grey, blue trim, £895.—184-188, Great Portland St., W.1. Museum 1001. (C3039)

1953 Humber Hawk saloon, black, red leather, low mileage, one owner, exceptional condition; £575.—John Campbell Motors Ltd., 415, Holloway Rd., N.7. Tel. North 4441. (C1036)

G. & M. Alfreds (1936) Ltd., 1951 Humber Imperial, 7-passenger, heater, radio, above average condition.—6-7, Warren St., W.1. Euston 3268. (C1005)

G. & M. Alfreds (1936) Ltd. 1949 Humber Pullman limousine, 7-seater, one private owner, radio, heater, 1954 condition.—6-7, Warren St., W.1. Euston 3268. (C1005/1)

HUMBER

1951 (July) Humber Hawk de luxe saloon, pale blue, natural hide interior, taxed, heater, new tyres, Marchal headlamp conversion and twin spot lamps. £425 or terms.—Bray Motors, 180, West End Lane, N.W.8. HAM 6490. (C1024)

HUMBER Pullman Limousine (1951), black, £950.—Stratstone Ltd., 40, Berkeley St., W.1. (Mayfair 4404). (C4022)

£435 Humber Hawk 1950 4-door saloon, exceptionally good throughout, 4 almost new tyres, heater, many others.

BENMOTORS, Clarendon Road, W.11. Park 5066/7. (50 yds. Holland Park Tube). (C1017)

5,000 miles, unmarked and in virtually new condition, June 1955 Humber Hawk Mark VI saloon, black, red leather, overdrive, heater, passlight, one private owner, 845 gns., today's new cost, £1,150. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1951 Humber Super Snipe, black, heater, carefully used, £375.—Campbell Symonds, Wembley 6262. (C1037)

1954 Humber Super Snipe saloon, black, in really exceptional condition, low mileage, all extras offered at half list price, £845.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel: 1171-2. (C3008)

1951 Humber Hawk saloon, black, £435.—Montroe Motors (N. H. Boswell), 91-95, Epping New Rd., Buckhurst Hill, Essex. Tel: 1171-2. (C3008)

1953 Humber Hawk saloon, one owner, exceptional condition, £550.—Salmons Garages, Ltd., Temple Bar 3338. (C4029)

WARWICK WRIGHT, Ltd., offer:—1953/4 Humber Hawk Mark V saloons, most standard colours, many fitted with radio and heater, all low mileages, from £595.

1954/5 Humber Hawk Mark VI saloons, with or without overdrive, most standard colours, many fitted with radio and heater, all low mileages, from £795.

1956 Series Humber Super Snipe Mark VI overdrive saloon, dual grey with red upholstery, heater, 2,000 miles. £1,295.

1955 Humber Super Snipe Mark IV saloon, dark blue, light fawn upholstery, 7,000 miles, £1,045; another in black, low mileage.

1954 Humber Super Snipe Mark IV saloon, grey with red upholstery, (bucket seats), heater, 12,000 miles, £895.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

USED CARS FOR SALE

HUMBER

SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division, offer:—

1951 Humber Hawk, R. & H., £425. 355 High Rd., Wembley, Middx. Tel: Wembley 4422. (C4015/1)

1953 Humber Super Snipe, black with beige interior, 1,100 miles, owner deceased, £1,100. — John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. (C2026)

1955 (Oct.) Humber Hawk Mark VI saloon, black with red upholstery, one owner, chauffeur maintained, 3,000 miles, overdrive, heaters, overriders, windscreen washers, rim finishers, £925. — Brew Brothers Ltd., 133, Old Brompton Rd., S.W.7. Fremantle 3333. (C1083)

JAGUAR

A1 at BROWNS

1954 Jaguar Mk. VIII saloon with fully automatic gears, grey with red leather interior, H.M.V. radio, 17,000 miles; £1,395.—W. J. Brown, Ltd., 339 Finchley Rd., N.W.3, HAM. 2284. (C1025)

CAR MART, Ltd.

1954 Jaguar 3½-litre Mark VII saloon, sliding head, radio, heater, £950.

Car Mart, Ltd., 320, Euston Road, N.W.1. Euston 1212. (C1039)

WOKING MOTORS.

1955 Jaguar Mark VII "M" type saloon, fitted o/drive, 7,000 miles, one owner, grey and red, as new; £1,325.—Maybury Hill, Woking, Surrey, Woking 4277/8. (C4057)

C.H.C. (Jaguar Buyers).

1955 'M' type, 7,000 miles, in British racing green, in as new condition, £1,325.—Cartwright Hamilton Cars, Ltd., 289, Kensington High St., W.14. Western 0207. (2838)

COOMBS & SONS (Guildford) Ltd.

1954 series (4.11.53) Jaguar mark VII saloon, black/brown upholstery, electrically operated windows, heater, etc., £895.

LATE 1953 Jaguar mark VII saloon, grey/red trim, heater, white-wall tyres etc., £895.

MARCH, 1952 Jaguar XK120, 2-seater, black/beige interior, re-conditioned engine not yet run in, very good condition, £675.—Portsmouth Rd., Guildford, Surrey. Tel. Guildford 62907. (C1057)

CHARLES FOLLETT Ltd., official Jaguar Agents, offer:—

1955 Jaguar M. type automatic gear change, grey, radio, mileage 5700 only, exhibition condition.

SHOWROOMS: 18, Berkeley St. W.1. Mayfair 6266.

SERVICE, Works and Stores, Barnsdale Rd., off Elgin Avenue, W.9. Cunningham 5936. (C2010)

JAGUAR

H. HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

HENLY House, 385, Euston Rd., N.W.1 (Euston 4444).

DEPOTS at:—

MANCHESTER (Blackfriars 7843)

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd., (Ealing 3477),

Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. (0027/R)

SILVERTHORNE MOTORS Ltd., offer:—

1954 Jaguar XK120 D/H coupe, black, tan leather, heater, one owner, small mileage, as new, bargain, £945.

1954 Jaguar mark VII, black, red leather, moderate mileage, one owner, a bargain. £895.—11, Fitzroy Sq., W.1. Euston 7811. (C4011)

1953 Mark VII Jaguar, heater, radio, loose covers, in outstanding condition, £765.

1952 Mark VII Jaguar, radio, heater, in immaculate condition throughout, mechanically outstanding. £675.

SCOTT Car, 341/7, Finchley Road, Hampstead 7779, 8676. (C4016)

H. R. OWEN, Ltd.

FROM our large and comprehensive stock we have chosen the following cars as examples:—

1953 Mark VII 'M' type saloon, fitted with overdrive, finished in black, with grey leather upholstery, 12,370 miles, fitted with two spot lamps, de-misters, two wing mirrors, excellent condition.

1955 XK120 2-seater tourer, finished in grey with red and beige leather upholstery, 651 miles, immaculate.

WE are interested in the purchase of Jaguar cars and we invite communication from owners who have such vehicles for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., London, W.1 Tel. Mayfair 9060. (C3032)

GUY SALMON AUTOMOBILES, offer:—

1955 Jaguar XK140 Special equipment, drophead coupe, white/red leather, H.M.V. radiomobile, chromium plated wire wheels, Michelin X tyres, twin exhausts, 4,000 miles, a faultless example, £1,650.—Portsmouth Rd., Thames Ditton. Enderbrook 5551-2-3. (C4001)

JAGUAR

SIMPSON'S MOTORS (WEMBLEY) Ltd., English Car Sales Division offer:—

1950 Jaguar Mark V, £465.—355, High Road, Wembley, Middx. Tel: Wembley 4422. (C4015)

1954 Mk. VII saloon. Black/red interior, Company director's car. Superb condition throughout. £895. —Robbins, East Putney. Tel 7881. (C3010)

£445. 1950 Mark V Jaguar. Cream, radio, heater, etc.—Haverstock Garage, Haverstock Hill, London, N.W.3. Tel: Gulliver 2422. (C2093)

1955 Jaguar Mark VII M type saloon with overdrive, black/red upholstery, Michelin X tyres, seat covers and radio, one owner, 7,600 miles only; £1,275.

ALEXANDER ENGINEERING Co., Ltd., Haddenham, Bucks. Tel. 345. (C1094)

1954 series Jaguar XK120, hard top, 14,000 miles, immaculate, £950.

1953 (October) Citroen Big Six, 22 h.p., hydromatic suspension, 500 miles. Cost over £1,500, great —Sidney Marcus, Ltd., 33, Sloane sq., S.W.1. Belgravia 3721. (C3006)

£395!!! 1947 Jaguar 1½ de luxe saloon, special equipment, heater, etc., choice 2; also 1948 models available.

£585!!! 1951 Jaguar Mark V convertible, full 5-seater drophead coupe, beautiful condition.

£525!!! 1950 Jaguar Mark V de luxe saloon, choice 2, both beautiful.

£650!!! 1952 Jaguar Mark VII de luxe saloon, only 2 owners, carefully used, choice also 2.

LAMBS of Wood Green (established 1897). 100 guaranteed cars; exchanges, hire purchase. 421-423, High Rd., Finchley. Finchley 6222. (C2052)

1935 S.S. 20 h.p. open sports 4-seater, nice runner, £75 or terms. —Bray Motors, 180, West End Lane, N.W.6. HAM 6490. (C1024)

1951 Jaguar Mark V, £480.—Oldfield, 386, Kensington High St., W.14. WES. 6631. (C3029)

JAGUAR Mark VII, black/beige, low mileage, wonderful condition, £765, guaranteed, terms, exchanges. —Swanmore Garages, Ltd., 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Southborne 43344 and 43345. (C4024)

1954 (May) XK120 convertible, 15,000 miles, immaculate, £950.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth. Elmbridge 2254. (C4081)

JAGUAR XK120 C. Motor adapted to D type with original Jaguar parts. Body and chassis in perfect condition. Car in Switzerland. Price £1,100. Write to P. R. Vogel, c/o Solvil, Geneva (Switzerland). (2487)

USED CARS FOR SALE

JAGUAR

JACK ROSE, Ltd.

1953 model XK120 2-seater with extras, in green, bodywork, upholstery, hood, etc., almost unmarked, open to any examination, £845.—Stafford Rd., Wallington, Surrey. Wallington 6677; Burgh Heath 2376. (C3056)

ROSE & YOUNG Ltd., offer:—

1954 Jaguar XK120 drophead coupe, special equipment, exceptional condition, £950.

1953 Jaguar XK120 fixed head coupe, special equipment. £895.

1953 Jaguar Mark 7 saloon, new whitewall tyres, radio, etc. £795.

65-69, Sternhold Avenue, Streatham Hill, S.W.2. (1 min. Streatham Hill Stn.). Tulse Hill 6464 and 8182. (C3057)

DUNCAN HAMILTON & CO. for Jaguars.

Jaguar XK120 fixed head coupe, registered Sept. 1954, black with red interior, twin exhausts, two owners, outstanding in all respects —£895.

Jaguar XK120 roadster, 1952, two tone blue, 9.1 compression exhausts, etc., one owner. £845.—33, High Rd., Byfleet, Surrey. Byfleet 3101 by day and night. (C1091)

1946 Jaguar 1½ litre special equipment saloon, black/brown hide, heater, recent comprehensive overhaul including engine, crankshaft, gearbox, shock absorbers, brakes, etc., new battery, exceptional condition, £399.

J. DAVY, Ltd., 180/184, Kensington High St., W.8. Wes. 7181; 215, Brompton Rd., S.W.3, Knightsbridge 4215. (C1069)

1949 Jaguar 3½-litre Mark V saloon, heater, extras, excellent condition, guaranteed, £425. — Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. (C3034)

1953 Jaguar Mark VII, radio, heater, superb condition, £795.—Kirkdale Cars, Kirkdale, Sydenham. Tel: Sydenham 6129. (C2068)

1947 2½-litre Jaguar saloon, excellent condition, £295.—New Cross Car Mart, Ltd., Tideway 2908. (C3084)

1947 Jaguar E.E. 1½-litre saloon, black and brown, one owner, £365. 1939 Jaguar 1½-litre saloon, £180, a really good motor car.—Beardmore, 26, Queensway, W.2. Bayswater 0136. (C1015)

1955 XK140 fixed-head coupe, 5,000 miles, grey with red leather interior, one owner, £1,500.—F. Pizano, 58a, High St., Oxford (2665) XK120 special equipment series drophead 1954, unraced, immaculate, low mileage specimen. Several extras, taxed, £945.—Rudds, adj. Central Station, Worthing 7773/4. 2726

JAGUAR

P. & J.

PASS & JOYCE, Ltd.

1954 (February) X.K.120, fixed head coupe, British racing green, green trim, £1,045.

1953 (May) Mark VII saloon, black, biscuit trim, £825.—184-188, Great Portland St., W.1. Museum 1001. (C3039)

CHIPSTEAD MOTORS Ltd.

(Official Jaguar Dealers).

HARD Top S/E 140, late 1955, one owner, radio, 3.31 axle, beautifully maintained.

£1,395. XK140 S/E 1955, white/red, complete with removable hard top and sliding windows, unblemished. £1,375. XK140 S/E BRG, Pirelli tyres, unblemished.

£985. XK120, late 1954 drophead, grey/biscuit, wire wheels, dual exhausts, heater, radio, washers, passilamps, chrome rack, new hood, unblemished, low mileage, exceptionally fast.

£745 XK120, 1952 works modified, host of extras, green, racing clutch, high lift cams, etc., etc., unblemished, terrific performance. Chipstead Motors Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

1954 Jaguar Mk. VII saloon, fitted overdrive, heater, etc., mileage 15,000. Works maintained, in immaculate condition, colour black. £900.

STOCKWOOD Motors Ltd., Rockingham Rd., Corby, Northants. Phone: Corby 3243. (2742)

1953 Jaguar Mark VII saloon, M type, fitted overdrive. Attractively finished in pearl grey with red leather, heater, screen washers, Ace rimblishers and loose covers, 8,500 miles only, privately owned, carefully run in and maintained. This car must be seen to be appreciated. Offered at £1,300, which is a saving of £500 on today's price.—Box No. 0447. 2693

1953 Jaguar Mark VII saloon, £750. PARSONS & Parsons (Garages) Ltd., Potter St., Harlow. Potter St. 121. (C3038)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts., Welwyn 481/2/3, offer:—

1955 (Dec. '55) XK140 open 2-seater, finished white, red leather, black hood, special equipment, chromium plated wire wheels, one owner, low mileage, as new throughout. £1,375. Maximum terms, etc. (C1001)

1952 Jaguar Mark VII. Fitted heater, seat covers, radio, Michelin tyres, one owner car which has been kept in perfect order, and has done only 28,000 miles, a rare opportunity, at £670.

MACKAY'S GARAGE, Dingwall, Scotland. (2689)

JAGUAR

Jaguar Mark VII M, Mediterranean blue works mileage.—Apply Box No. 0379. (2619)

XK120, 1951, ivory/tan, immaculate H.M.V. radio, heater, many extras. Additional rear seat conversion, unmodified, used domestic only. Genuine 26,000 miles, £645.—17, George Rd., Edgbaston, Birmingham. EDG 2825. (2377)

1955 XK140 fixed-head, pastel blue, special chassis, C-type head, overdrive, servo brakes, modified chassis, heelwell for driver, Radiomobile, wrap-around seats, heater, chromium luggage grid, etc., today's cost £2,430; managing director's personal car, £1,775.—Boyne Hill Garage, Ltd., Bath Rd., Maidenhead 394. (2685)

NOV., 1955 Jaguar Mark VII, black, radio, heater, overdrive, 1,500 miles genuine, £1,475.—Box No. 0376. (2616)

XK120, 1951, ivory, fitted Ekco radio with superb tone, red and cream leather, immaculate condition. Personal property of motor company director. £640 of £215 deposit. Any car or motor cycle taken in part exchange. Telephone South Benfleet, Essex 2173, John Horder. (2635)

1951 Jaguar Mark V saloon, grey, beautifully maintained, £565. — Coles Garages Ltd., 42, Worples Rd., S.W. 19. Wimbledon 0195 and 13-14, Castle Parade. Ewell 2393. (C1054)

£475. 1949 Jaguar Mark V saloon, black with beige interior, fitted radio and heater, new engine fitted 12,000 miles ago, superb condition throughout.—Weybridge Automobiles Ltd., 30, Queen's Rd., Weybridge. Weybridge 233. (2820)

1955 Jaguar Mark VII, type M, hydramatic transmission, grey/red leather, radio, low mileage, one owner, £1,450.—Odeon Motors, Ltd., Barnet 1144. (C3027)

1955 (September) Jaguar XK140. Fixed head coupe, grey with red, heater, radio and servo brakes, 6,000 miles, £1,525.

L. F. WARD, Ltd., Grange Road Garage, Thornton Heath. Tel: THO 5846. (C4043)

JENSEN

BROOKLANDS wholesale or retail. NEW Jensen "541" for demonstration, early delivery. — 103, New Bond St., London, W.1. Mayfair 9351. (C1029)

JOWETT

£398, Jowett Javelin, 1949 saloon, exceptionally well kept car throughout, heater, leather interior, many others.

BENMOTORS, Clarendon Rd., W.11. Park 5066/7 (50 yds. Holland Park Tube). (C1017)

USED CARS FOR SALE

JOWETT

1952 Jowett Javelin de luxe saloon, one owner, finished dark green, immaculate condition, £445.—Clarkes (Pirbright) Ltd., Guildford Road, Pirbright, Surrey. Tel. Brookwood 2201/2. (C1049)

1949 Javelin saloon, fitted heater, spotlight, rad muff, ammeter and oil pressure gauge.

Engine re-sleeved, new crank. Complete new back axle, new tyres. All engine electrics new.

Now in really first class condition. Most carefully maintained by engineer owner, £365.—Clifford, 51, Sunnybank, Rd., Potters Bar, Middlesex. (Potters Bar 2019). (2686)

DICKS CAR SALES, Ltd.

1952 Jowett Javelin saloon de-luxe, fitted heater, £495.—399-401, High Rd., Kilburn, N.W.6. MAI 6889/9. (C1072)

WM

WELBECK MOTORS for Jowett:—

1953 Jowett Javelin de luxe, suede green with light brown hide, mileage 20,000 only, full series III engine, £565.

1949 Jowett Javelin saloon, finished in beige with beige leather, £335.—Welbeck Motors Ltd., 107, Crawford St., London, W.1. (near Baker St. Station). Welbeck 1139. (C4049)

BUNTING'S MOTOR EXCHANGE.

JOWETT Main Agents since 1922. Always a good selection of used Javelins and Bradford Utilities.—Bonnersfield Lane, Harrow. Tel. 6225-6.

SIMPSON'S MOTORS (WEMBLEY) Ltd., English Car Sales Division offer:—

1953 Jowett Javelin, £425—355, High Dd., Wembley, Middx. Tel: Wembley 4422. (C4015)

JOWETT Jupiter, 1952. Red, new R. type engine fitted 2,000 miles back, £525.

A. & R. THOMAS, Central Garage, Kempston, Bedford. Tel: Kempston 2207. (2806)

LAGONDA

G.E.

1939 Lagonda V12, short chassis, 4-door, 4-light sports saloon, fitted superb makers aluminium coachwork. Original and delightful condition throughout, black, chromium, finest brown leather, matching accessories, superb history and full details on applications. Written guarantee 398 guineas. Hire purchase, part exchanges.—Geoffrey Edwards Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

C.H.C. (Lagonda Buyers).

1954 2-door saloon, finished in grey with grey leather, excellent condition throughout, £1,895.—Cartwright Hamilton Cars, Ltd., 289, Kensington High St., W.14. Western 0207. (2832)

LAGONDA

VINTAGE AUTOS offer:—

£495 LG.8, 1939 sports saloon, just recellulosed at a cost of £150, as new.

£385 V.12 short chassis sports saloon, immaculate.

Vintage Autos, Ltd., 105, Queensway, W.2. Tel: Bayswater 5929 and 8330. (C4079)

GUY SALMON Automobiles offer:—

1950 (Model) Lagonda 2.6 litre foursome drop-head coupe, recent complete engine overhaul, good condition throughout, £795.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-23. (C4001)

BROOKLANDS Wholesail and Retail.

1954 Lagonda 3-litre Tickford saloon, 9,000 miles, buy or sell with confidence, exchanges.—103, New Bond St., London, W.1. Mayfair 8351. (C1029)

£150, 4½-litre Pillarless saloon, 1934; a specimen car, £75 deposit.—Searle Ltd., Molesey 2142/3. (C4069)

LAGONDA, 1934, 4½ saloon, in good condition, £115 o.n.o.—Williams, N.I.R.D., Reading. (2375)

1930 2½-litre Lagonda saloon, racing green; whole car in nice condition; £680.—Gibson, "Treetops" Baldwin's Hill, Loughton, Essex. Phone: Loughton 729 (evenings only). (2845)

1938 Lagonda V12, d.h.c., dark green, beige hood, new tyres, £295. H.B. Cars, 7, Hanover Court Yard, Hanover St., W.1. Tel: Mayfair 5253. (2847)

1933 Lagonda 16-80 saloon. Professionally maintained since 1948. Almost perfect, £165.—Box 0425. (2682)

1954 Lagonda, 3-litre drophead coupe, blue with grey trimmings, radio, heater, 15,060 miles, virtually as new, £2,250.

L. F. WARD, Ltd., Grange Road, Garage, Thornton Heath. Tel: THO 5646. (C4043)

1951 model 2½-litre Lagonda saloon, in really clean and good condition, one owner, 49,000 miles, colour black, bargain, £595. Written guarantee h.p. terms, part exchanges.—Clayton Cars (London), Ltd., 17, Bruton Place, London, W.1. Tel: Hyde Park 9184. (C1050)

£495, 1939 Lagonda short chassis V.12 sportsman's drophead coupe. The entire car is perfectly superb. Messrs. Davies Motors Ltd., have fitted a new engine during a recent overhaul and it is run in and ready for years of magnificent motoring. Beautiful grey cellulose and chrome, beige hood and cover luxurious interior with light tan hide upholstery. Terms if required. BOB GLYNN SPORTS CARS, 189, Pavilion Rd., Sloane St., London, S.W.1. Tel: Sloane 4867. (C2098)

LANCHESTER

JACK ROSE, Ltd.

1953 Lanchester 14 saloon, a beautiful car in black and beige, almost spotless condition, 21,000 miles, unused for many months, £695.—Stafford Rd., Wallington, Surrey. Wallington 6677. Burgh Heath 2376. (C3056)

CASS'S MOTOR MART.

1953 (Nov.) Lanchester 14 saloon, fawn, heater, unblemished, one owner, £765. Written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

1953 Lanchester 14 saloon, fawn, green leather, £845.—Stratstone, Lanchester Distributors, 40, Berkeley St., London, W.1. (May 4404). (C4022)

£395!!! Lanchester 10 saloon de luxe, 1948, finished in blue with blue hide interior; fitted built-in heater, windscreen washers, exceptional condition, moderate total mileage.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms opened until 8 p.m. (C1035)

£125. Lanchester '10' saloon. Fluid drive, delightfully original throughout. Very smart grey and black coachwork, good 'tyres etc. Motors beautifully and is most economical. Taxed. Terms if required.

BOB GLYNN SPORTS CARS, 189, Pavilion Rd., Sloane St., London, S.W.1. Tel: Sloane 4867. (C2098)

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

1938 Aprilia, one owner since new, confidently believed the finest example available. Exchanges, deferred terms.—173, Westbourne Grove, W.11. Bayswater 4274. (C4035)

'39 Aprilia, black and grey, Weber carb., Marchal headlamps, 74.61mm engine, recently overhauled, £325.

—Francis, Manden's Crouch Farm, Potters Crouch, St. Albans. (2812)

1951 Model Aurelia pillarless saloon, colour grey, £975.—Joe Thompson Motors, Ltd., 91-5, Fulham Rd., South Kensington. S.W.3. Kensington 4858. (C4028)

LEA-FRANCIS

1950 (model) Lea-Francis saloon, heater, radio, exceptional car, £485.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185. (C3095)

CHARLES FOLLETT Ltd., sole distributor Lea Francis, London and Home Counties, offer:—

1951 Lea Francis 14 h.p. saloon, maroon, one owner, 29,000 miles, very genuine car, £545.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SERVICE WORKS & STORES: Barnsdale Road, off Elgin Avenue, W.9. Cunningham 5936. (C2010)

USED CARS FOR SALE

LEA-FRANCIS

£465. 1953 Lea-Francis 1½-litre sports saloon, black, brown leather, very low mileage, one owner only, heater, I. and S. model. Three months mechanical guarantee. Terms to suit and exchanges. — Coachcraft, Elm Rd., Evesham. Tel. 6539. (C1053)

LIMOUSINES

AUSTIN 1951, L.W.B., private sheerline, £985; Austin 16, 1951, hirecar, £495; Humber 1952 Limousine in leather, £925; Humber Imperial, 1952, £895; Rolls-Royce 1934 25 h.p. Hooper, £385.

JACK ALPE LIMOUSINES, 30, Oldbury Place, Marylebone, High Street, W.1., Welbeck 1125 (C1103)

MERCEDES-BENZ

TAYLOR and CRAWLEY offer:

1955 (March) Mercedes, type-300 S.L. 7,000 miles, beautiful condition. £3,775. Taylor and Crawley, 42a, South Audley Street, W.1. Grosvenor 6881.

WOKING MOTORS

MERCEDES Distributors for Surrey and Sussex.

UNIQUE opportunity to acquire the only one of this type available anywhere. New 1956 Mercedes-Benz 300 S.L. special lightweight body, racing cams, shock absorbers and springs, high compression engine, knock-on wheels. List price.

1955 Mercedes-Benz 300 S.L., 3,500 miles. £3,650.

1955 Mercedes-Benz 190 S.L. Convertible coupe, L/H drive, 2,000 miles, available at reduced price. Cost new £3,000.

WOKING MOTORS, Maybury Hill Garage, Woking 4277-8.

ROSE and YOUNG offer:

1955 Mercedes-Benz 300 S.L. knock-on wheels, immaculate condition. £3,450. 65-69, Sternhold Avenue, Streatham Hill, S.W.2. (1 min. Streatham Hill Stn.) Tulse Hill 6464 and 8182.

TAYLOR and CRAWLEY offer:

1955 Mercedes-Benz Type-220A saloon, with sliding roof, 8,000 miles, maintained by us and in beautiful condition. £1,875.

TAYLOR and CRAWLEY, 33 Grosvenor Crescent Mews, Hyde Park Corner, Sloane 5213.

CHIPSTEAD MOTORS offer:

300 S.L. August 1955, built to special order and finished in Alfa red. Extras include medium axle, giving approximately 150 mph and 18-20 mpg, radio, tailored nylon covers, Bosch flat beam fog and pass lamps, heaters, whole car indistinct washable from new and considered the most attractive S.L. in the country, just serviced by Mercedes. £3,775.

CHIPSTEAD MOTORS LTD., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052-7253-7154.

Mercedes-Benz 170 diesel as new £975.

MANSFIELD AUTOS LTD., 48, Fitzroy St., London, W.1. Euston 2587-8

MERCEDES-BENZ

TAYLOR and CRAWLEY offer:

1954 Mercedes-Benz 300 saloon, immaculate condition throughout, fitted radio. £1,995.

1955 (Nov.) Mercedes-Benz type-300 S.L. 4,000 miles, latest brakes, quite immaculate. £3,875.

TAYLOR and CRAWLEY, 42a, South Audley Street, W.1. Grosvenor 6881.

JOHN S. TRUSCOTT LTD., for Mercedes-Benz.

Only the best examples are offered.

Superb 1955 Type 300 S.L., 5,000 miles only, supplied and serviced exclusively by us.

One nearly new 1956 Type 220A also an exceptional 1951 Type 170S saloon, left-hand drive £675. Most new models for immediate or early delivery including one at pre-budget price. Our own demonstration cars are here for you to drive.

JOHN S. TRUSCOTT LTD., Mercedes-Benz, 173, Westbourne Grove, W.11. Bayswater 4274.

BROOKLANDS wholesale and retail New Mercedes "220" A saloon de luxe for delivery.

1955 Mercedes "220" A saloon de luxe 9,000 miles, radio, buy or sell with confidence, exchanges, 103 New Bond Street, London, W.1. Mayfair 8351.

Model 170V. Drop head coupe, black well maintained, very attractive car. JACQUIER LTD., 225-7 Hammer-smith Rd., London, W.6. Riverside 6877-8.

Mercedes-Benz 1955 (September) 220A saloon, grey with all-leather light brown upholstery and bench type front seat, wireless with electric aerial, seat covers, immaculate condition throughout, mileage 7,000, car can be tuned and guaranteed 100 mph.—Toby Motors, Regent Rd., Gt. Yarmouth. Tel. 3273.

1955 (April) Mercedes-Benz 180 diesel saloon, grey-green leather, 10,600 miles only by one careful owner, in truly immaculate condition and as new, 10,000 miles service just completed at works. Present list price £1,890, our price £1,375.—Carol's Garage, Ltd., Wolverhampton Rd., Oldbury, Birmingham. Broadwell 1285-2700.

MERCURY

1954 Mercury Monterey Sun Valley hard top coupe, a very expensive and exclusive model of which only a few were imported, finished in two shades of green, 5-6 seater with ample luggage boot, ohv V.8 engine, hydraulic gears, power operated windows steering and brakes, super radio, air conditioning, whitewall tyres, mileage only 9,500, unblemished condition.—Inglist Automobiles, Main Ford Dealers, Bass Rock Buildings, Milton Road West, Portobello, Edinburgh. Tel. Portobello 1201.

M.G.

Magnette (June 54), dark grey, owner posted abroad, £750 or n.o.—Box 0404 2645

M.G.

PERFORMANCE CARS LTD. offer an unparalleled selection of M.G.s, all carrying out 3 month guarantee M.G.A. 2 str., blue, works mileage, 1956, £915.

M.G. T.F. 1250, grey, very clean, 1954, £565.

M.G. T.F., one owner, 7,000 miles; 1954, £615.

M.G. T.D. 1250 cc, green, many extras, 1953, £535.

M.G. T.D. 1250cc, hardtop, one owner, 1953, £515.

M.G. T.D. 1250, green, very fast, 1953, £495.

M.G. T.D. 1250 ivory, many extras, 1953, £485.

M.G. T.C. 1250, super charge, exceptional, 1949, £425.

M.G. T.C. 1250, radio, blue, 1949, £415.

M.G. T.C. 1250, red, very attractive, 1948, £375.

M.G. T.C. black, recon. engine, 1947, £375.

M.G. T.C. 1250 red with extras, 1947, £385.

M.G. T.C. 1250 maroon, radio, 1946, £375.

M.G. T.B. 1250 green, goes well, 1939, £295.

M.G. T.B. 1250, black, attractive, 1939, £275.

M.G. T.A. 10 hp, red, host of extras, 1938, £275.

M.G. T.A. 10 hp, maroon, 1937, £215

M.G. P.A. 8 hp, cream and red, very smart, 1934, £215.

M.G. J.2. 8 hp, beautiful condition, 1933, £195.

M.G. 18 hp, 2-litre saloon, 1938, £195.

M.G. 18 hp, 2litre d.h., 1937, £175.

M.G. 18 hp, 2-litre d.h., 1938, £195.

M.G. V.A. 1½-litre 4-str. tourer, specimen, 1938, £295.

M.G. Léster, 1467cc, Laystall, very fast, 1952, £395.

Most important. Spare available for all models, servicing, tuning. Advice gladly given.

M.G.s urgently wanted. Immediate h.p. and insurance. Cars and motor cycles taken in part exchange. Showrooms open from 9 a.m. to 7 p.m. weekdays and Saturdays. 11 a.m. to 6.30 p.m. Sundays. Illuminated all night.

PERFORMANCE CARS LTD., Great West Rd., Brentford, Mdx. Ealing 8841-2-3. C3041

1955 M.G. Magnette saloon, virtually new, £825. Exchanges, etc.—Autowork Ltd., Southgate St., Winchester. Tel. Winchester 4965. C1010

ACLAND and TABOR LTD., Welwyn By-pass, Herts., Welwyn 481-2-3, offer:

1954 (Sept.) M.G. Magnette, finished British Racing Green, one owner, low mileage, as new throughout. £795. Maximum h.p. term, etc. C1001

£195 or terms, 1937 (Aug.) M.G. V.A. 12 hp, open sports 4-str., B.R.G. offered with detachable hard top.—Bray Motors, 180 West End Lane, N.W.6. Ham 6490. C1024

USED CARS FOR SALE

M.G.

£295 II 1939 M.G. T.A. sports 2-seater, not an ordinary one, but a beautiful spotless vehicle, the finest we have had.

£395 III 1949 M.G. T.C. sports 2-str., only two owners, small mileage. beautiful condition.

LAMBS OF WOOD GREEN (Established 1897). 100 guaranteed cars. exchange, hire purchase. 421-423 High Rd., Finchley. Finchley 6222. C2052

WARWICK WRIGHT LTD., offer:
1954 M.G. Magnette saloon, grey, with grey upholstery, heater, 13,000 miles, £845.

WARWICK WRIGHT LTD., 150, New Bond St., W.1. Mayfair 9761.

H. BEART and CO. LTD. offer:

1954 M.G. Magnette saloon, genuine 16,000 miles and virtually as new. £765.—102, London Road, and High St., Kingston-on-Thames. Tel. 3348.

J. DAVY, LTD. offer:

1953 M.G. T.D. 19,000 miles, one owner, very good condition. £485.

1953 (December) M.G. T.F., black, brown hide, heater, tonneau cover, reverse light, reconditioned engine fitted 300 miles ago, £495.

J DAVY LTD., 180-184 Kensington High St., W.8. Wes. 7181. 215 Brompton Rd., S.W.3. Knightsbridge 4215.

1954 (May) M.G. Magnette, black, red leather, heater, etc. 9,500 miles. £825 o.n.o. — "Carpenters Arms," Three Elm Lane, Tonbridge. Tel. Hadlow 307. 2639

M.G.A. 2-str., 1956, just delivered white with black, would consider part exchange.—Percy Eadle, Church Lane, Old Marston, Oxford. Tel. 48067 2378

1946 M.G. T.C. sports two-str., reconditioned engine July, 1955, £330.—Wright, 135, Banbury Rd., Oxford. Tel. Oxford 55484. 2397

ENTHUSIAST regretfully sells 1946 M.G. T.C. black, recent complete overhaul, £310.—1, Windlesham Rd., Bracknell, Berks. 2384

WESSEX MOTORS, St. Cross Road, Winchester.

1954 (July) M.G. Magnette saloon, black with maroon leather, heater, wing mirrors, spot and pass lamps, etc.—Tel. Mr. Morrison, Winchester 5555. C4087

1955 (Dec.) export Magnette, 2250, miles, red, tubeless tyres, heater, screen-washers, B.M.C. guarantee, £875.—King, Thirlestane, Crossbush Rd., Felpham, Bognor. 2173

1954 (Oct.) M.G. Magnette saloon, one owner, 18,481, £765. — George Newman and Co., 369, Euston Rd., London, N.W.1. Euston 4466 (12 lines). C3023

1955 M.G. Magnette, dark grey-red in perfect condition and meticulously maintained, undersealed, 15,000 miles. Original owner, just decarbonised by London distributors, £870. Reason for sale purchase of new Magnette—Cook, 102, Cassiobury Park Avenue, Watford. Tel. Gadebrook 3923. 2482

M.G.

GUY SALMON AUTOMOBILES offer:

1954 M.G. Magnette saloon, maroon; 11,000 miles, immaculate condition, £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

CHARLES FOLLETT offer:

1955 M.G. Magnette saloon, colour maroon, 12,800 miles, one owner, supplied new and regularly maintained in our service station. £825. 3 months guarantee.

Showrooms: 18, Berkeley St., W.1. Mayfair 6266.

Service, Works and Stores: Barnsdale Rd., off Elgin Avenue, W.9. Cunningham 5936.

DICKS CAR SALES LTD.

1948 M.G. T.C. Sports, owned by enthusiast, £350.—399-401, High Rd., Kilburn, N.W.6. Maida Vale 6888-9.

Here is the cheapest 1938 (November) 2 litre saloon obtainable, excellent condition generally, £165. Space urgently required. — Edgar, 142a, Golders Green Rd., N.W.1. Speedwell 0014.

PARADE MOTORS (MITCHAM) LTD. offer:

1954 M.G. T.F. red with red upholstery, in really superb condition £555

1953 M.G. T.D. green with green upholstery, fitted full tonneau cover, heater, low mileage, spare unused, £499.

1953 M.G. T.D. black with beige upholstery, fitted new hood and tonneau cover, heater and twin spotlights, £485.

1951 M.G. T.D. green, 1100 c.c. ex Dick Jacobs car. This car suitable for competition or road work, £499.

1949 M.G. T.C. red with beige upholstery, radio, luggage carrier, plastic hood, windtones, 16 inch wheels, £385.

1948 M.G. T.C. black with beige upholstery, reconditioned engine, in really superb original condition, £365

1947 M.G. T.C. green with beige upholstery, first-class condition, £3 5

1938 M.G. T.A. red with red upholstery, specimen motor car, £255.

Parade Motor (Mitcham) Ltd., 66-67, Monarch Parade, Mitcham. Tel. 3392. C3036

CLUBMAN AUTOS

1946 M.G. T.C. black, two seater sports, many extras, new hood, excellent condition throughout. £330. Clubman Autos, 138, 142 Toting High St., S.W.17. Tel. Balham 3484.

Sept. 1953. M.G. Magnette saloon, green with green upholstery, fitted radio. £750.

1954 M.G. Magnette saloon, finished in green with green upholstery. £795.

Nov. 1939 2.6 M.G. saloon, finished in black with red upholstery, fitted radio, £265. — 80 Piccadilly, W.1. Grosvenor 4141. 2721

1951 M.G. 1½ saloon, in superb condition fitted heater, black, £455.

ERIC HAYES, LTD., 13, Bishops Rd., Paddington, W.2. Ambassador 8266. C2033

M.G.

PERFORMANCE CARS LTD. offer an unparalleled selection of M.G.s. all carrying our 3 month guarantee **M.G.A.** 2 str., blue, works mileage. 1956, £915.

M.G. T.F. 1250, grey, very clean, 1954, £565.

M.G. T.F., one owner, 7,000 miles, 1954, £615.

M.G. T.D. 1250 cc, green, many extras, 1953, £535.

M.G. T.D. 1250cc, hardtop, one owner, 1953, £515.

M.G. T.D. 1250, green, very fast, 1953, £495.

M.G. T.D. 1250 ivory, many extras, 1953, £485.

M.G. T.C. 1250, super charge, exceptional, 1949, £425.

M.G. T.C. 1250, radio, blue, 1949, £415.

M.G. T.C. 1250, red, very attractive, 1948, £375.

M.G. T.C. black, recon. engine, 1947, £375.

M.G. T.C. 1250 red with extras, 1947, £385.

M.G. T.C. 1250 maroon, radio, 1946, £375.

M.G. T.B. 1250 green, goes well, 1939, £295.

M.G. T.B. 1250, black, attractive, 1939, £275.

M.G. T.A. 10 hp, red, host of extras, 1938, £275.

M.G. T.A. 10 hp, maroon, 1937, £215

M.G. P.A. 8 hp, cream and red, very smart, 1934, £215.

M.G. J.2 8 hp, beautiful condition, 1933, £195.

M.G. 18 hp, 2-litre saloon, 1938, £195.

M.G. 18 hp, 2litre d.h., 1937, £175.

M.G. 18 hp, 2-litre d.h., 1938, £195.

M.G. V.A. 1½-litre 4-str. tourer, specimen, 1938, £235.

M.G. Lester, 1467cc, Laystall, very fast, 1952, £395.

Most important. Spare available for all models, servicing, tuning. Advice gladly given.

M.G.s urgently wanted. Immediate h.p. and insurance. Cars and motor cycles taken in part exchange. Showrooms open from 9 a.m. to 7 p.m. weekdays and Saturdays. 11 a.m. to 4.30 p.m. Sundays. Illuminated all night.

PERFORMANCE CARS LTD., Great West Rd., Brentford, Mdx. Ealing 8841-2-3. C3041

MORGAN

PARADE MOTORS (Mitcham) Ltd. offer:

1937 Morgan 44, red, excellent chassis £199. — Parade Motors (Mitcham) Ltd., 66-67, Monarch Parade, Mitcham. Tel. 3392. C3036

1954 Morgan plus 4 two-seater, Vanguard engine, B.R. green, complete history 17,000 miles, extras include high axle ratio, radial compression, automatic upper cylinder lubrication, a most outstanding car, £495.—Makin and Harrison Motors, Ltd., 492-496, High Road, Chiswick, W.4. Chiswick 0558 and 2619. C3071

USED CARS FOR SALE

MORRIS MINOR

H. C. PAUL LTD.

1953 Morris Minor convertible, ohv, exceptional condition, throughout. £385.—32 Bruton Place, Berkeley Sq., W.1. Mayfair 0821-2. C3040

B. J. HUNTER LTD.

1950 Morris Minor coupe, choice of two from £345.—22-26 Cricklewood Broadway, N.W.2. Gla. 6303-4. C2040

C.M.I. CAR SALES (Pri 6623) offer:

1954 Morris Minor 4-door saloon de luxe, black. £485. 3 months guarantee. Terms, list on application.—Swiss Cottage, Finchley Road, N.W.3. C1051

1953 ohv Minor de luxe convertible, 20,000, heater, cover, etc. £425.—34 Rustat Rd., Cambridge. 2710

1952 (June) Morris Minor 4-door saloon, grey, heater, alta ohv head, 4 tubeless tyres, 26,000 miles, licensed, £465.

PARKWAY GARAGES LTD., Sandbanks, Rd., Poole, Dorset. Tel. Canford Cliffs 78278. 2676

1955 Minor de luxe 2-door saloon, grey, leather, heater, link mats, 5,500, as new, taxed, £525. — Godalming 899. 2641

1952 Morris Minor 4-door saloon, de luxe model, one owner, low mileage, £425.

S. BOWEN & SON, Hillside Garage, Edgware. Tel. Edgware 4464. C1023

1955 Morris Minor, 4-door saloon, heater, black, low mileage, guaranteed, £525. — Palmers, 3, Russell Gardens Mews, Kensington, W.14. Park 9704 and 5968. C3034

Morris tourer, 1931, impeccable "vintage look," owner, National Serviceman going abroad, £50 o.n.o.—Taylor, 199, Hewitt Avenue, N.22. 2628

1952 Morris Minor 4-door saloon, colour green, in excellent condition, low mileage, 8,000, £450 o.n.o.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181-2. C4051

1955 (Sept.) Morris Minor travellers car, black, red upholstery, heater, mileage, 9,000 one owner, excellent condition, £600. — 2, George St., Honiton, Devon. Tel. Honiton 422. 2699

1955 (June) Morris minor travellers car de luxe, fitted with heater, mileage only 6,000, as new throughout. £595.—Lovelslocks Motors, New Rd., Wallingford, Berks. Tel. 3117. 2736

1952 Morris Minor 2-door saloon, fitted Alta ohv conversion cylinder head, extraordinary performance, Nettek fog and pass lamps, exceptionally nice condition throughout, £460. Phone Derby 53610. 2389

1954 (July) Morris Minor convertible de luxe, heater, twin spots, twin S.U. carbs., screen washer, loose covers, spare unused, green, £475.—Johnson and Brown, 270, High Street, Bromley. Ravensbourne 8841. C2073

14,000 miles, 1954 2-door de luxe Minor, green, one owner, Eustace Watkins maintained, £495.—Eustace Watkins Ltd., 12, Chelsea Manor St., S.W.3. Flaxman 8181. 399, London Rd., Croydon. Thornton Heath 4283. C4046

MORRIS MINOR

1952 Morris Minor saloon, black, red upholstery, immaculate throughout, £395. — Hatton Cross Garage, Great South West Rd., Feltham, Mdx. Tel. Feltham 2176. C2092

1955 Morris Minor 2-door de luxe, 6,000 miles, heater, one owner, immaculate, £535. — Tolworth Motors, Ltd., Kingston By-pass, Tolworth, Elmbridge 2254. C4081

1954, 1954 Morris Minor travellers car, one owner, 14,000 miles, magnificent throughout.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. 2855

120 miles (delivery only) positively unused and genuinely equal to brand new, October 1955, Morris Minor de luxe saloon, leather, heater, overriders, undersealed, B.M.C. warranty, 545 gns. Choice of 1955 models from 495 gns. Terms, exchanges.—Rowland Smith below:

295 gns. Morris Minor 1950 tourer, black, fawn upholstery, excellent condition. Choice of 14 Minors. Terms, exchanges, list. Open 9-7 weekdays and Saturdays.

1951 Morris Minor 2-door, excellent condition, £345. — Bruce France, 8a, Cromwell Mews, South Kensington. Flaxman 0513. C2096

MORRIS EIGHT

G. E. LTD.

1946 series E Morris 8 hp 4-door de luxe saloon. Extensively reconditioned mechanically. Fantastic extra equipment including heater, tone horns, twin fog-pass lights, screen washers, Michelin tyres. Immaculate bottle green cellulose, brown leather. Fullest details on application. Written guarantee, 298 gns. Hire purchase, part exchanges. — Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. C2000

1939 black series E, well maintained and garaged, taxed, Croydon.—£175. Box 0263. 2387

295!!! 1948 series E Morris 8 saloon late property of elderly clergyman. This car has never been harshly treated or driven at excessive speed, the whole vehicle is in exceptional condition.

CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms opened until 8 p.m. C1035

1946 Morris 8 2-door saloon, black, seat covers, reconditioned engine, 5,000 miles ago, outstanding condition, £300.

J. DAVY LTD., 180-184 Kensington High St., W.8. Wes. 7181. 215 Brompton Rd., S.W.3. Knightsbridge 4215. C1069

Morris Eights are all we deal in pre and post war saloons, tourers always in stock. Each car is thoroughly checked in our workshop and is guaranteed for 3 months. Hire purchase and exchanges.

S.G.A. MOTORS (Kensington) Ltd., Morris Eight Specialists, 10, 13 and 14 Atherstone Mews, Cromwell Rd., S.W.7. 3 minutes Gloucester Rd. Tube. Western 3208. C4063

MORRIS OXFORD

Morris Oxford, 1951, exceptional condition inside and out, heater, £425. Oxted 756 2761

1952 Oxford, one owner, heater, recorded mileage 33,000, £395. Terms, exchanges.

RICHARDS & CARR LTD., 35, Kinnerton St., S.W.1. Sloane 5424. C3045

1945, 1955, Morris Oxford saloon, black, red leather, heater, one owner, 6,000 miles, completely unmarked. G. S. Hall Ltd., 302 King St., Hammersmith, W.6. Riverside 2881. 2857

1955 Morris Oxford de luxe, low mileage, in excellent condition, £645. SIDNEY MARCUS LTD., 33 Sloane Sq., S.W.1. Belgravia 3721 C3006

1953 Morris Oxford de luxe, heater, leather, spot lamp, many extras; £525.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. C3095

1956 Oxford, works mileage only, extras, list, £805, bargain, £735.—Colchester 5718. 2614

A. Z. Motors offer: 1952 Morris Oxford saloon, one owner, genuine 18,000 miles only, real opportunity, £425.—Palmerston Rd., N.W.6. MAI 4723. C1011

1955 Morris Oxford traveller de luxe green-green hide, spare unused, 8,000 miles, one owner, £765.

J. DAVY LTD., 180-184 Kensington High St., W.8. Wes. 7181. 215 Brompton Rd., S.W.3. Knightsbridge 4215. C1069

1956 Morris Oxford Estate car, works mileage, under list price, exchanges, etc.—Autowork Ltd., Southgate St., Winchester. Tel. Winchester 4965. C1010

1949 Morris Oxford saloon, fitted heater, loose covers, excellent appearance and performance, £365; also 1951, £395. Easiest terms, exchanges.

ROYS AUTOMOBILES LTD., 127 Parkway, Regents Park, N.W.1. Euston 2700-8894. C3059

Morris Oxford traveller 1956, unused, unregistered, available immediately ex-works; list price.—GUL 6761. 2731

1953 Morris Oxford, colour green, saloon, 12,000 miles only, £495.—Dobsons, Ltd. (Morris Agents), Staines 801. C1074

June, 1954, Morris Oxford series II saloon, black, with maroon upholstery, fitted heater, £595.—80 Piccadilly, W.1. Grosvenor 4141 2722

WESSEX MOTORS, New St., Salisbury.

1956 registered Morris Oxford saloon heater, nominal mileage, as new. Telephone Mr. Gray, Salisbury 3275. C4087

1953 registered Morris Oxford saloon green, brown leather, immaculate throughout, guaranteed, £425.

KINGS MOTORS, 1, High St., Hounslow. Tel. 3532. C2049

USED CARS FOR SALE

OLDSMOBILE

1947 (July) Oldsmobile Rocket saloon heater, r/h. drive, first-class condition. £395.—Pontias Service Garage, Ltd., Guildford. Tel. 5326. (C3035)
 1951 OLDSMOBILE "88" 4-door sedan left-hand drive, hydraulic drive (no gear or clutch), excellent condition and appearance, selling only for petrol economy, £6-0. Robinson, Lower Goddards Farm, Henley-on-Thames, Turville Heath 323. (2485)

OPEL

£125. 1937 Opel 12 h.p. 4-seater Cabriolet. A delightful economical little car. Motors extremely well and has good hood, four nearly new tyres and three spares. Finished in cream cellulose. The pleasure of an open car with saloon car comfort. Taxed. Terms if required.
 Bob Glynn Sports Cars, 189 Pavilion Road, Sloane St., London, S.W.1. Tel. Sloane 4867. (C2098)

PACKARD

1951 R.H.D. PACKARD 4-door saloon, ultramatic drive £875.—Joe Thompson Motors, Ltd., 91-5 Fulham Road, South Kensington, S.W.3. Kensington 4858. (C4028)

PACKARD, Super-de-luxe 1950 saloon, 20,000, only one owner, excellent condition.—Altrincham 1122, Box No. 9448. (2692)

PANHARD

DYNA 1952 (reg. Nov. 51) 4-seater cabriolet, 750cc. fwd., aircooled, right hand drive, attractive, fast, economical; £435; terms, exchanges.—Panchard Concessionaires, 10, Winchester Mews, N.W.3. Pri 6159.

PEUGOT

B. J. HUNTER, Ltd.
 1955 PEUGOT 203 saloon, very economical, fitted overdrive, £795. 22-26 Cricklewood Broadway, N.W.2 Gl 6303/4. (C2040)

PLYMOUTH

COOMBS & Sons (Guildford) Ltd.—
 OCTOBER 1955 Plymouth Belvedere "8". 6-seater sedan, grey with green interior, radio, heater, nylon loose covers, 1,100 miles only, as new £2,000.—Portsmouth Road, Guildford, Surrey. Tel. Guildford 62907. (C1057)

1946 (December) Plymouth Special de Luxe Saloon, 25.35 h.p. Dover Grey and Light Grey, Radio, Heater, Leather Upholstery, Screen Washers, Twin Reverse Lights, Windtone Horns, Spotlight, Engine rebored before Christmas. The car is in superb condition throughout, very economical to run. £350 or near offer.—Box 9378. (2618)

PONTIAC

CASS'S MOTOR MART
 1950 (Nov.) Pontiac 6 Chieftan 2-door saloon, radio and heater, unblemished, one owner. £695. Written guarantee.
 5 Warren Street, W.1. Euston 4110. (C1040)

1948 Pontiac hydromatic drive, radio, heater, in exceptional condition.—Scott Cars, 341/7 Finchley Road, Hampstead 7779, 8676. (C4016)

PORSCHE

PORSCHE 1500 Super Hard Top. Pearl Grey. Unused £1,895.

PORSCHE 1500 Hard top (1955) Silver metallic, 26,000 miles, £1,375.

PORSCHE 1500 Standard Cabriolet. Black (1955). Works Mileage £1,895.

PORSCHE 1600 Hard top. White (1956)—Ex-Demonstrator. 9,000 miles, £1,700.

PORSCHE 1500 Cabriolet (1955) Silver, red upholstery. Radio. Arm and Head rest £1,600.

PORSCHE 1500 Hard Top (1954) Adria Blue. 33,000 miles, £1,300.—A.F.N. Ltd., Falcon Works, Isleworth, Tel. Hounslow 0011. (C2015)

ACLAND & Tabor, Ltd., Welywyn By-Pass, Herts, Weyland 4812/3, offer:—

1955/6 Porsche 1600 Cabriolet, finished Ivory, black hood, Telefunken radio, many extras, one owner, very low mileage, as new in all respects. £1,950. Maximum H.P. terms, etc. (C1001)

RACING CARS

LATEST type 1½ litre twin-stage super charged ALTA. Never raced. Probably fastest road racing car in country. All independent self-locking differential. Rebuilt. Re-cellulosed to choice. £875.

ALTA Car & Eng. Co., Ltd., Fullers Way, Surbiton. (2763)

RAILTON

1946 Railton 8 Cylinder, drop head by Harold Radford, bills for £599 spent last year, superb car, offered at £345, terms, exchanges.—C.N.K. Motors, 353 Finchley Road, N.W.3. Tel. Hampstead 5712. (C1052)

RELIANT REGAL

TWO Strokes, Ltd., offer:—
 £389 one only, 1955, shop soiled, unregistered green. £339 exceptionally fast, 1955, fully equipped. Stanmore Hill, Middx. Grimsdyke 1166/7. Open Sundays 10 a.m. to 1 p.m. (C4091)

RENAULT

1955 July Renault 750 de Luxe saloon. 9,000 miles. £500.—Box 0420. (2673)

1955 Renault Fregate, black/grey hide, screen washers, whitewall tyres, heater, 800 miles, one owner, brand new, listed at £1,200 pre-budget, £955.

J. DAVY Ltd., 180/184 Kensington High Street, W.8. WES 7181. 215 Brompton Road, S.W.3. Knightsbridge 4215. (C1069)

1951 Renault (October) in excellent condition, £345.—Scott Cars, 341/347 Finchley Road, Hampstead, London, N.W.3. Tel: Hampstead 7779 and 8676. (C4016)

RENAULT

1955 Renault 750 saloon, 3,000 miles, heater, as new. £550.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185. (C3095)

AUTOSALES offer:—
 1954 Renault 750 c.c. de Luxe saloon, choice of two, both immaculate cars £475.

AUTOSALES (London), Ltd., Belsize Road, London, N.W.6. Maids Vale 5555/2155. (2831)

RILEY

W.M.
 1955 Riley Pathfinder saloon, finished in dark blue and grey with red upholstery, fitted with radio and heater, mileage, 10,000 only, absolutely as new, £1,075

Welbeck Motors Ltd., 107 Crawford St., London, W.1 (near Baker St. Station). Welbeck 1139. (C4049)

G.E.
 1936 9 h.p. special series twin carburettor, Merlin 4-door 4 light sliding roof saloon, immaculate Riley red, silver wheels, burgundy leather, matching accessories. Recent £500 overhaul, history available. Written guarantee, 198 guineas. Hire Purchase, part exchanges. Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

CAR MART LTD.
 1954 Riley 2½-litre Pathfinder saloon, heater, £925.

Car Mart, Ltd., 320 Euston Road, N.W.1. Euston 1212. (C1039)

GORDON & GLYNN
 GORDON & Glynn (The Riley Centre). The specialists who buy and sell pre-war Rileys only, offer the following selections from their stock:—

1938 Touring saloon 1½ litre superb car in almost showroom condition. The original carpets are unworn, the cellulose gleams and the engine and gear box were completely overhauled last November, £265

1937 Kestrel 1½ litre 6 light saloon, 4 new tyres and in excellent condition £235.

1938 Kestrel 2½ litre similar to post-war model and very powerful, fitted with overdrive and enamel gearbox, £255.

1937 Lynx 1½ litre 4 seater sports, new plastic hood and very attractive appearance £245.

1936 Adelphi 1½ litre extremely smart and original throughout, £235.

1934 Kestrel 9 h.p. fitted with many extras including heater, screenwash, Fram oil filter, etc. £155.

1936 Merlin 1½ litre, recently resprayed and a most reliable and economical car £155.

H.P. Terms and exchanges immediate insurance. Specialist repair service for Rileys only.—Gordon & Glynn 79 Cadogan Lane, S.W.1 (2 mins. Sloane Sq. Station) SLO 8326. (C2075)

VINTAGE Autos offer:—
 £495 Riley, 1950/1, 2½, 2/3 seater roadster, engine just overhauled, immaculate.

VINTAGE Autos, Ltd., 105 Queensway, W.2. Tel. Bayswater 5929 and 8330. (4079)

RUSSELL Motors offer:—
 1955 model Riley Pathfinder, fitted sun roof, draught deflectors, radiator blind and other extras. £995.

RUSSELL Motors (Knightsbridge) Ltd., 47 Sloane St., S.W.1. Sloane 9288. (C3060)

ZENITH Motor Co., offer:—
 1950 (late) Riley 2½ litre saloon, green/green leather upholstery. An immaculate one owner car, £515.

591 Commercial Road, London, E.1. Ste 4285, 20 Lines. (2758)

J. JAMES (London) Ltd.
 1955 Pathfinder, maroon, bucket seats, £1,125.

1954 1½ litre, black and grey, heater, excellent condition, £895.

1953 2½ litre, black and grey, red upholstery, £775.

RILEY Cars, 55/56, Pall Mall, S.W.1. Tel. Tra 7311. (2841)

GUY Salmon Automobiles offer:—
 1955 Riley Pathfinder saloon, grey/grey leather, 5,000 miles only, one owner, £1,050.

1948 (Nov.) Riley 1½ litre saloon; Here is a unique opportunity, a perfectly kept car; a genuine 26,000 miles. Must be seen to be appreciated £485.—Portsmouth Road, Thames Ditton. Emberbrook 5551-2-3. (C4001)

H. BEART & Co., Ltd., offer:
 1954 Riley 1½ litre saloon, finished duo black/green with beige upholstery, nominal mileage and in superb condition, £795. 102 London Road, and High Street, Kingston-on-Thames. Tel. 3348. (C1081)

BRADSTOCK Motors Ltd., offer:
 1950 Riley 1½ saloon, black, brown leather, fitted radio and heater, in excellent condition throughout. £495

Chase Road, Epsom, Tel: Epsom 5696. (C1090)

1953 Riley R.M.F. 2½ litre saloon, black, fitted radio and heater. One owner. Specimen car. £695.

GIBSON'S Sports Cars (Christchurch) Ltd., Lyndhurst Road, Christchurch, Hants. Phone Highcliffe 2275. (2843)

1951 (reg. Oct. '50) saloon, radio, seat covers, tyres as new; £515; terms, exchanges.—10 Winchester Mews, N.W.3. Pri 6159. (2373)

1954 Riley Nine Monaco, £60 or offer.—104 Ickenham Road, Ruislip 7765. (2632)

AUTOMOBILE & Aircraft Services, Ltd., offer:
 1948 Riley 2½ litre saloon, £375.—609 Kenton Road, Kenton, Middx. Tel. Wordsworth 7805. (1006)

1954 Pathfinder Saloon in 1955 condition, 12,000 miles, many extras, including radio. Ripco condition. £950.

1955 Riley 1½ litre saloon, radio, heater, washer, gen uine 11,000 miles, one owner. Ripco condition, £975.

Ripco Ltd. (Rileys Purchased). 16 Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C3052)

RILEY

RATCLIFFE'S for Rileys, first-class facilities available from one of the oldest distributors in the country. —Ratcliffe's (Purley Way), Ltd., Purley Way, Croydon. 3678/9. (2268)

1954 (September) Pathfinder, 12,000 miles, sunroof, heater, whitewall tyres, one owner, immaculate, £950.—Tolworth Motors, Ltd., Kingston By-Pass, Tolworth, Elmbridge 2254. (C4081)

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£555!!! 1951/2 Riley 2½ de luxe saloon, beautiful, small mileage condition. This we mean. See it and you will buy it.

LAMBS of Wood Green (Established 1897!) 100 guaranteed cars; exchanges; hire purchase.—421-423 High Road, Finchley, Finchley 6222. (C2052)

1954 (July) Riley 1½ litre saloon, blue with grey hide, fitted heater, 16,000 miles, one owner, unmarked and in superlative condition throughout, £790.—George Hitchen, 3 North Park Drive, Blackpool. Tel. 25051. (2608)

WESSEX Motors, New Street, Salisbury. 1955 Riley Pathfinder Saloon. Black with Grey leather, Fitted Radio, Heater and Bucket seats. In superb order throughout. Telephone Mr. Fairclough Salisbury 3275. (C4087)

1938 Riley 12 h.p. Victor saloon, fitted overdrive, very clean car in excellent order. £240. Tulse Hill Motors Ltd., 26 Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7105/6. (C4071)

365 GNS. Riley 1947 1½ litre saloon, leather, heater, excellent condition. Terms. Exchanges. List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

CLARKE & SIMPSON, Ltd., Riley sales and service, offer one of the largest selections of guaranteed used Rileys in the country.

2½ litre saloons.
 C. & S. new Pathfinders, full range and special colours, immediate delivery.

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C. & S. 1953 (July) black/beige leather, heater, immaculate condition, £735.

C. & S. 1952 (June) black/beige leather, heater, rev. counter, works maintained, £745.

C. & S. 1952 (March), Silver streak/maroon, 29,000 miles, washers, covers, £665.

C. & S. 1950 (January) duo green/green leather, thorough overhaul, taxed, £495.

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1½ litre saloons.
 C. & S. 1955 (January), black, maroon, biscuit leather, heater, 16,000, one owner, £945.

C. & S. 1953 (May), green/green leather, air conditioning, one owner, £745.

C. & S. 1950 (November), black/brown leather, 42,000 miles, heater, £545.

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 EXCLUSIVELY for Rolls-Royce and Bentley.

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 1938/39 Rolls-Royce 25/30 Barker 4-light sliding head, black and green, with green upholstery, £895.

CAR MART Ltd., Gloucester House, 150 Park Lane, W.1 (Corner of Piccadilly) Grosvenor 3434. (C1039)

P.B. W.2., offer:—
 1939 Wraith razor edged sedan by James Young, in superb condition with excellent history.

1935 20/25 h.p. sports saloon, with division by Freestone & Webb, semi razor edged, recent overhaul.

1934 20/25 Barker owner driver saloon, recent R.R. overhaul and in original condition throughout.

PADDON Bros., 60 Cheval Place, South Kensington, S.W.7. Ken 9477/8. (C3033)

USED CARS FOR SALE

ROLLS-ROYCE

1954 (October) Rolls-Royce Silver Dawn, 13,000 miles, finished black, pearl grey hide upholstery, one owner £3,950. Clarke (Pirbright), Ltd., Guildford Road, Pirbright, Surrey. Tel. Brookwood 2201/2. (C1049)

£495!!! 1935 Rolls-Royce 25 de luxe saloon by Barker, the most genuine condition Rolls that we have had, interior virtually unmarked, exterior spotless and 100 per cent. condition throughout. (C1076)

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1938 25/30 razor edge saloon—H. J. Mulliner—£845. (2762)

1935 20/25 by James Young—£665. (2762)

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These exceptional pretty owner/driver saloons in wonderful condition—guaranteed, terms, exchanges.—Swanmore Garages, Ltd., 1176-1180, Christchurch Rd., Bournemouth, Bournemouth 43344 and 43345. (C4024)

1936 Rolls-Royce 25/30 h.p. 7-seater, face forward limousine, in clean condition, an undoubted bargain £375 or terms.—Bray Motors, 180 West End Lane, N.W.6. Ham 6490. (C1024)

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ALPE & SAUNDERS (COACHBUILDERS), LTD., Station Approach, Kew Gardens. Richmond 1161. (C1024)

4 ROLLS-ROYCE, owner driver, 20/25 saloons or 25/30 limousines, you might call to see the bargains we can offer you. Claude Burgoyne & Co., Est. over 50 years, St. Peters Road, Hammersmith, Riverside 7644. (2840)

1936 Rolls-Royce 20/25 sports saloon. Extensive overhaul. Taxed. £600.—Dr. Bartlett, Saffron Walden 2327. (2714)

1934 (Sept.) 25 h.p. limousine, one previous owner, very clean 7-seater, 22 miles gallon. First £450. Phone 52756.—20 King George Avenue, Blackpool. (2475)

G. & M. ALFREDS (1936), Ltd., 1935 Rolls-Royce 25 h.p. 7-seater, swept back, blue/blue leather, limousine by Thrupp. 6-7 Carren St., W.I. Euston 3268 (C1005)

1934 Mulliner 25 o/d saloon. Excellent condition, twin windshields, windscreen washers, wing mirrors, large touring trunk, ill-health only reason for sale. £425. 14 Avondale Avenue, Worcester Park, Surrey. Derwent 1479. (2382)

1937 Rolls-Royce Phantom 111 H. J. Mulliner Sedan De Ville, black hide, trim, radio, low mileage, exceptional condition, £750. (C1069)

J. DAVY, Ltd., 180/184 Kensington High Street, W.8. Wes 7181. 125 Brompton Road, S.W.3. Knightsbridge 4215. (C1069)

JACQUIER, Ltd., offer 1939 registered February. P.III. C.P. series. Gurney Nutting saloon, Electric division. Must be seen. £725. (C1069)

1936 25/30 James Young saloon. Drop division. Excellent condition. £665. (C1069)

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1935 20/25. Windover. Owner driver saloon. £545 Several others in stock. (C1069)

JACQUIER, Ltd., 225/7 Hammersmith Road, London, W.6. Tel. Riverside 6677/8. (C2043)

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ROLLS-ROYCE Phantom II Sk. series. Continental sports saloon by Barker, 54,256 total miles. Immaculate condition, first licensed late 1936. This car was the Amsterdam show model and is one of the most handsome Phantom II on the road. Rolls-Royce history, taxed till end of year. Offers over £750 invited.—W. J. Oldham, Field Green House, Hawkhurst, Kent. Tel. No. 2391 Hawkhurst. (2612)

£475. Rolls, Ph. II. 1935 beautiful all creamy yellow drop-head. Perfect order, recent A.A. first-class report, only 65,000 genuine. Now at Compton's, Westway Street, London, S.E.19. Owner Armitage Owen, Woodhouse Road, Old Colwyn. Tel. 55031. (2697)

1938 25/30 Rolls-Royce limousine 7-seater, face forward, privately owned and chauffeur maintained, really exceptional condition, cellulose unmarked, interior clean and mechanically excellent, colour black, leather front, Bedford cord back. £795. Written guarantee h.p. terms, part exchanges. Clayton Cars (London), Ltd. 17 Bruton Place, London, W.1. Telephone Hyde Park 9148. (C1050)

LIMOUSINE 1951 Silver Wraith, L.H.D. Rolls-Royce, with column gear change and Park Ward coach work. Electric division with face forward, occasional rear, cloth in rear compartment, lavishly equipped, mileage only 18,800, excellent condition throughout, one owner, present list price £7,943 17s. our price £3,250. George Newman & Co., 369 Euston Road, London, N.W.1. Euston 4466 (12 lines). (C3023)

CHIPSTEAD MOTORS, Ltd., offer:—£445. 1935 25 h.p. sports saloon, excellent condition, choice of 2. (C1046)

CHIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

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H. R. OWEN, Ltd.
FROM our large and comprehensive stock we have chosen the following cars as examples:—
1955 R Type standard saloon, with automatic box, finished in black with beige upholstery, 9238 miles, immaculate condition throughout.
1954 R Type standard saloon with automatic gear box, finished in grey with grey hide upholstery, 15,707 miles, first registered May. The condition of this car is as new.
1951 4-door sports saloon with coachwork by James Young, finished in dark green with green hide upholstery, many extras, first registered May, excellent condition.
1955 Silver Dawn sports saloon with coachwork by James Young finished in two shades of metallic bronze with brown hide upholstery, 11,698 miles, immaculate condition throughout.
1954 Touring saloon by Park Ward finished in grey and blue with blue hide upholstery, 12,091 miles, extras include cocktail cabinet, picnic table, first aid box, as new.
WE are interested in the purchase of Rolls-Royce cars and invite communications from owner, who have such vehicles for disposal.
H. R. OWEN, Ltd., 17, Berkeley St., London, W.1. Mayfair 9069. (C3032)

VINTAGE AUTOS offer:—
£485 Rolls 25, 1934 (September) close coupled owner driver saloon by Hooper, two owners, Ralls history, immaculate throughout.
£595 Rolls 25, 1936 (June) owner driver saloon, engine just overhauled by Rolls specialists, and not yet run in, immaculate.
VINTAGE AUTOS Ltd., 105 Queensway, W.2. Tel. Baywater 5929 and 8330. (C4079)

RUSSELL MOTORS offer:—
1939 model Rolls-Royce Wraith Hooper limousine, black, beige cloth upholstery, 1 owner, low mileage.
1934 Rolls-Royce 20/25 4-light saloon by Hooper (with boot), exceptional mechanically, £465.
RUSSELL MOTORS (Knightsbridge) Ltd., 47 Sloane St., S.W.1. Sloane 9288. (C3060)

MASCOT MOTORS, Ltd. offer:—
1939 Wraith 7-seater by Windover, leather throughout, i.f. occasional, £1,350.
1938 30 h.p. Barker semi razor edge sports saloon, in black and grey, £895.
1937 30 h.p. Windover Limousine, 68,000 miles only, £695.
1937 H. J. Mulliner Sports Saloon, £775.
1936 30 h.p. Arthur Mulliner Fixed Head Coupe, £700.
1936 20/25 h.p. Croall 2-door Fixed Head Coupe, in black and grey, £650.
1935 20/25 h.p. Cockshott Sports Saloon, with ride control, £550.
1933 20/25 Windover Sports Saloon, £425.
Many others undergoing reconditioning. All cars guaranteed for three months, 237/243 Kensal Road, Ladbroke Grove, W.10. Ladbroke 1231/2. (C3007)

MANN EGERTON & Co., Ltd.
1954 Rolls-Royce Silver Dawn, automatic gear saloon, velvet green with fawn leather upholstery, 21,000 miles.
1953 Rolls-Royce sports saloon by Freestone & Webb, black with blue leather, upholstery, 14,000 miles.
MANN EGERTON & Co., Ltd., 14 Berkeley Street, W.1. Hyde Park 2073. (C2070)

JACK ALPE offers Limousines:
LIMOUSINE 1934 Hooper 20/25 h.p. black, forward occasional, excellent, £385.
LIMOUSINE 30 h.p. 1936 swept tail, leather throughout, forward occasional, black, £645.
LIMOUSINE, 25 h.p. 1935, leather throughout, wide forward occasional, one private owner, mileage under 50,000, discs, bumpers, black, £595.
LIMOUSINE Silver Wraith, 1950 Hooper, forward occasional, privately owned, in outstanding condition.
JACK ALPE LIMOUSINES, 30 Oldbury Place, Marylebone High St., W.1. Welbeck 1124. (C1103)

GUY SALMON Automobiles, offer:—
1937 Rolls-Royce Phantom 111, owner driver sports saloon by H. J. Mulliner, most exceptional condition, £785. Portsmouth Rd., Thames Ditton, Epsom 5611. (C4001)

JACK OLDING & Co. (MOTORS), Ltd., official Bentley/Rolls-Royce retailers, offer:—
1953 Rolls-Royce "Silver Wraith" Park Ward Touring saloon. Shell grey and Velvet green. One owner. 18,500 miles. Automatic. £5,500.
1947 Rolls-Royce "Silver Wraith" Freestone & Webb 2-door saloon. Grey and Blue. One owner. 29,000 miles. £5,500.
ALL the above cars have been "passed" by our officially appointed service department.
AUDLEY House, North Audley St., W.1. Mayfair 5242. (Open to 7 p.m.). (C3030)

CLARKES (Pirbright), Ltd., Officially Appointed Rolls-Royce Retailers.

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£165!!! 1938 Rover 10 Saloon, new tyres, reconditioned engine.
A. Z. MOTORS, Palmerston Road, N.W.6. MAI 4723. (C1011)

£180. 1939 Rover 12 Saloon brown leather, good condition, hire purchase arranged. WES 5696. (2401)

ROVER 10, 12 and 16

£195!!! Rover 12 saloon de luxe, 1938/9, in above average condition for its year, engine rebored about twelve months ago, especially good mechanically.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms opened until 8 p.m. (C1035)

1947 Rover 16 sports saloon, black, £425.—L. F. Dove, Ltd., 115 Addiscombe Road, Croydon, Addiscombe 3066. (C1076)

1947 Rover 12 saloon, one owner, nominal mileage, excellent condition, inside and out, £350.—Beardmore, 26 Queensway, W.2. Baywater 0136. (C1015)

VARE MOTORS, Ltd., offer:—
1939 Rover 14, 4 light sports saloon, bargain at £215. 472 Archway Road, Highgate, N.6. Mou 9039.
1939 Rover 14 saloon, taxed, magnificent, guaranteed, £175. Payments.—Vaughan, 17 Astwood Mews, S.W.7. Frobisher 1319. (C4078)

ROVER 60, 75 AND 90

CAR MART, Ltd.
1954 Rover 90 Saloon, heater, £975.
CART MART, Ltd., Welsh Harp, Edgware Road, N.W.9. Hendon 6500. (C1039)

1956 Model Rover 60 saloon, black/red, 2,000 miles. £1,135.—32 Bruton Square, W.1. Mayfair 0821/2. (C3040)

JACK ROSE, Ltd.
1950 October Rover P4 75 saloon, in black and red hide, most attractive inside and out. Accept £555. Stafford Road, Wallington, Surrey. Wallington 6677; Burch Heath 2376. (C3056)

C.H.C. (Rover Buyers).
1954 Rover "75" in grey with red leather, a very low mileage, and exceptionally well maintained car, strongly recommended £895.
CARTWRIGHT HAMILTON CARS, Ltd., 289 Kensington High Street, W.14. Western 0207. (2833)

CENTRAL GARAGE (Croydon) Ltd., offer
1954 (Sept.) Rover "90" saloon, finished in black with green leather, 11,000 miles. This car has been very carefully used and is unmarked £1,050. Fell Road, Croydon. Tel. Croydon 7464. (C1098)

DUNHAM & HAINES offer
1952 Rover 75, black/grey upholstery, 19,000 miles.
1948 Rover 75 sports saloon, maroon/maroon, radio.
DUNHAM & HAINES, 46 Castle Street, Luton, Tel. 2100/1. (C1079)

TANKARD & SMITH offer:—
1949 Rover 60 saloon, black/brown leather, heater, one owner, excellent condition £475. Three months guarantee. 194 Kings Road, S.W.3. Flaxman 4801. (C4025)

PHILIP RICKARDS Ltd., offer:—
1954 Rover 60 saloon, black/red, 12,000 miles, one owner. Part exchange, deferred terms.—4 Brick St., Park Lane, London, W.1. Te. GROsvenor 4772/3. (C3051)

H. BEART & Co., Ltd., offer:
1952 Rover 75 P4 saloon, black with green upholstery, excellent value, £675.
1951 Rover 75 P4 saloon, very carefully maintained, £625.—102 London Road, and High Street, Kingston-on-Thames. Tel. 3348. (C1081)

GUY SALMON AUTOMOBILES offer:
1955 Rover 90 saloon, 11,000 miles, one owner, radio, quite as new, £1,150.
1954 (Series) Rover 75 saloon 20,000 miles, one owner, quite outstanding condition; £895.—Portsmouth Rd., Thames Ditton, Epsom 5554-2-3. (C4001)

COOMBS & SONS (Guildford) Ltd.:
1954 Rover 90, black/red upholstery, 13,000 miles, spotless condition £995.—Portsmouth Road, Guildford, Surrey. Tel. Guildford 62907. (C1057)

ONE OWNER. 1948 Rover 75 P.3, fitted heater, green interior. A car which will meet with the approval of a Rover enthusiast. 465 gns. Written guarantee. 1954 Rover 90, black/red upholstery, 13,000 miles, extras. Terms, exchanges. H. F. Edwards & Co., Ltd., 28-34 Upper High Street, Epsom, Surrey. Epsom 5611. (C2001)

£895!!! 1954 P4 Rover saloon, genuine one owner car, centre floor gear change, moderate mileage and in beautiful condition.
£565!!! Rover P4 saloon, 1951, finished black with dark blue hide interior, original condition throughout, extremely good mechanical order.
£445!!! Rover 75 sport saloon, 1948, another genuine one owner car, black, maroon hide interior, outstanding value.
CAMDEN MOTORS, Leighton Buzzard 2041. Write for catalogue. Showrooms opened until 8 p.m.
1954 Series. Rover 75, black/blue, radio, £960.—Odeon Motors, Ltd., Barnet 1144. (C3027)

1953 Rover 75 Saloon. Colour black. One careful owner from new. In immaculate condition. £795.
STOCKWOOD MOTORS Limited, Rockingham Rd., Corby, Northants. Phone Corby 3243. (2743)

1953 Rover "75" saloon, black/grey, twin spot lamps, loose covers, badge bar, wing mirrors, in exceptional condition throughout, any inspection invited. Three months guarantee. £795.—Trinity Cars, Ltd., 94 North Side, Wandsworth Common, London, S.W.18. Vandyke 1166. (C4034)

USED CARS FOR SALE

ROVER 60, 75, 90

1948 Rover 60 saloon, in very nice condition £475.—Gordon Wooderson, 48a Drewstead Road, S.W.16. Streatham 8638. (C4059)

WORKING MOTORS.

1954 Rover "75" saloon, 15,000 miles only, black. £895.—Maybury Hill, Woking, Surrey. Woking 4277/8. (C4057)

1953 Rover 75, one owner, black with grey leather, seal covers, guaranteed, £795.—Campbell Symonds, Perivale 4456. (C1037)

1950 (November) Rover 75 P4 saloon, one owner. H.M.V. radio, heater, carefully used car in exceptional condition, £575, terms, exchanges.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. (C3026)

1954 Rover 90, black/red, 13,000 miles only, one owner, immaculate condition, £995. Saul & Slatter, Ltd., 44 Alderman's Till, Palmers Green, N.13. Tel. Fox Lane 1066. (C4002)

1953 Rover 75, ivory with red upholstery, one owner, exceptional throughout; £795.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. Woking 1282. (C3090)

1956 Rover 75, works mileage, list price. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046/8. (2822)

1954 April Rover 90 saloon, black/red, radio, Ace rimblushers, mirrors, immaculate—£995.—Salmons Garages, Ltd. Temple Bar 3338. (C4079)

1954 model Rover 75 saloon, black, light blue interior, 1 owner. Fitted with heater, twin spotlights, tubeless tyres and Servo-assisted brakes. Wonderful value. £850.—Hillwood Motors, Mill Hill (London) 4232. (2781)

£795!!! 1953 Rover 75 de luxe saloon, only one owner, 30,000 miles, but looks and runs like 5,000, specimen throughout. (C4002)

LAMBS of Wood Green (Established 1897). 100 guaranteed cars. Exchanges; hire purchase.—421-471 High Rd., Finchley. Finchley 6222. (C7052)

1954 (Sept.) Rover 75 saloon, black, red leather, H.M.V. radio, loose covers, mileage 26,000, one owner £950. Exchanges, deferred terms.—John S. Truscott, Ltd., 173 Westbourne Grove, W.11. Bayswater 4274. (C4035)

1956 Rover model features 75 de luxe saloon. Mileage under 500. Unblemished, £1,295.—L. M. B. Motors, 142 Malmesbury Park Road, Bournemouth. Bournemouth 33267. (C3020)

1954 (June) Rover 90 saloon, duo tone grey, grey leather, H.M.V. push-button radio de luxe, heater, fog lamp, screen wash, one private owner, 14,372 miles only, brand new condition; £1,125; over £4350 below today's cost. (C4035)

MCKINNON MOTORS Ltd., "Laneham House," 1 Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. (C3020)

1954 (April) 90, with sunroof, low mileage, heater, one owner, immaculate, £975.—Tolworth Motors, Ltd. iKington By-Pass, Folworth, Elmbridge 2254. (C4081)

ROSE & YOUNG, Ltd., offer:

1956 Rover 90, works mileage only, overdrive, £1,385. 65-69 Sternhold Avenue, Streatham Hill, S.W.2 (1 min. Streatham Hill Stn.) Tulse Hill 6464 and 8182. (C3057)

1955 Rover 90, duo grey, one owner, genuine, 6,000 miles. H.M.V. radio, Ripco condition, £1,195. Ripco Ltd. (Rovers Purchased), 16 Albemarle St., Mayfair, W.1. Hyde Park 2952-3-4. (C3052)

1954 model Rover 75 fitted with H.M.V. radio, spot lights and sundry other extras, immaculate condition throughout, superbly maintained and faultless mechanically £865.—Burton & Deakin, Ltd., Orpington. Phone 27622. (2746)

LAND-ROVER

1955 model. Land-Rover, 14,000 miles. Outstanding condition. £495. (C4059)

1954 model. Land-Rover, 16,000 miles. Exceptional condition. £455. (C4059)

1953 Land-Rovers. Choice of three. From £375. HARVEY HUDSON & Co., Ltd., 45 High Road, South Woodford, London, E.18. Phone Wanstead 0056. (C2039)

£310, 1953 Land-Rover, one owner, 50 per cent. dep.—Sarie, Ltd., Molesey 2142/3. (C4069)

ROVER MISCELLANEOUS

H. HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

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HENLYS, Ltd., England's Leading Motor Agents.

RATCLIFFE'S for Rovers, first-class facilities available for sales, service and spares.—Ratcliffe's (Purley Way), Ltd., Purley Wav. Croydon 3678/9. (2269)

SIMCA

1956 Simca Elysee. Latest type. 50 m.p.h. 37 m.p.g. Roomy saloon that holds the road and behaves as a well bred sports car. Useful saving on list price. Anthony Crook Simca Distributors. High Street, Esher, Surrey. (C1063)

SIMCA

J. DAVY, Ltd., offer:

1955 Simca Aronde, grey/blue hide, motorola, radio, screen washers, wing mirrors, spare unused, 9,000 miles, one owner, £695. (C1069)

1955 Simca Aronde grey, 200 miles only, one owner, £775. (C1069)

J. DAVY, Ltd., 180/184 Kensington High Street, W.8. Wes 7181. 215 Brompton Road, S.W.3. Knightsbridge 4215. (C1069)

1956 Simca saloon, 2,000 miles, many extras, £865. Exchanges, etc.—Autowork, Ltd., Southgate St., Winchester. Tel. Winchester 4965. (C1010)

1954 Simca, fitted with heater, in immaculate condition throughout, £565.—Scott Cars, 341/7 Finchley Road, Hampstead 7779, 8676. (C4016)

SINGER

DICKS CAR SALES, Ltd.

1947 Singer Sports fitted twin carbs. £295.—399-401 High Road, Kilburn, N.W.6. MAI 6888/9. (C1072)

G. & M. ALFRED'S (1936) Ltd., 1952 Singer 1500, black/brown, small mileage, 1955 condition, one private owner.—6-7 Warren St., W.1. Euston 3268. (C1005)

1955 (April) Singer Hunter de luxe, 5,900 miles, one owner, literally as new, £710. Altwood Garage, Altwood Road, Maidenhead. Tel. Littlewick Green 70. Evenings and weekends Littlewick Green 3076. (C1010)

£195. Singer Le Mans 2-seater. This is the genuine Le Mans model and it is a real specimen in faultless condition throughout. Fitted twin S.U.'s and Scintilla mag. excellent hood and screens, good tyres, etc. Terms if required. (C1010)

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SPORTS CARS

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PERFORMANCE CARS, Ltd., select from their stock of over 200 guaranteed new and used cars.

ARMSTRONG Sidley 16 h.p. Hurricane coupe, radio, 1947, £325. (C1005)

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AUSTIN A40 Countryman, recon. engine, 1952, £425. (C1005)

AUSTIN 10 Cambridge, one owner, 1937, £165. (C1005)

ASTON Martin 2 litre, 2/4 seater, 1938, £425. (C1005)

ASTON Martin 1 1/2 litre Le Mans O.C.T. 1935. £245. (C1005)

ALVIS 25 Chatsworth, 1938, £255. (C1005)

ALVIS 4.3 drop head, 1937, £195. (C1005)

ALVIS 1250. Very good runner, 1927, £59. (C1005)

ALVIS 17 h.p. Touring saloon, 1938, £75. (C1005)

ALFA ROMEO 1750 c.c. Castagna sports saloon s/c, 1934, £155. (C1005)

ALFA Romeo 1750, Grand Turina, d.h. 4-some., £145. (C1005)

BENTLEY 4 1/2 litre Park Ward, 1936, £395. (C1005)

BENTLEY 3 1/2 litre Rippon sports saloon, 1935, £395. (C1005)

BENTLEY 4 1/2 litre sports saloon. Extremely fast, 1931, £195. (C1005)

BENTLEY 4 1/2 litre Black Label, d.h. 1928, £175. (C1005)

BENTLEY 4 1/2 litre Black Label 4-attr. tourer. Exceptional, 1931, £295. (C1005)

BENTLEY 3 litre Red Label, f.h.c. 1924, £175. (C1005)

B.S.A. Scout, 9 h.p. 1936, £95. (C1005)

CITROEN Light 15 sports saloon, 1950, £395. (C1005)

CITROEN Light 15, 1938, £195. (C1005)

COOPER Bristol F.11 racing car, B.S.4 Mk. II, £1095. (C1005)

COOPER J.A.P. 1100 c.c. Mk. VIII, £495. (C1005)

FORD Pilot touring saloon, radio, heater, one owner, 1950, £325. (C1005)

HUMBER Super Snipe, Touring saloon, 1949, £295. (C1005)

HUMBER 18 h.p. touring saloon, 1937, £45. (C1005)

HEALEY 2 1/2 litre Roadster, very fast, 1950, £545. (C1005)

HUDSON Terraplane, 17 h.p. good condition, 1939, £225. (C1005)

JAGUAR XK120 Roadster, B.R.G. 1950, £575. (C1005)

JAGUAR 3 1/2 litre sports saloon, immaculate, 1947, £325. (C1005)

JAGUAR 3 1/2 litre sports saloon, 1947, £275. (C1005)

JAGUAR 3 1/2 litre sports saloon, very good, 1946, £245. (C1005)

JAGUAR 2 1/2 litre sports saloon, 1946, £325. (C1005)

LAGONDA V.12 short chassis, d.h. 4-some., 1939, £395. (C1005)

LAGONDA V.12 saloon, X.L. Howe, 1939, £495. (C1005)

LAGONDA 4 1/2 litre L.G. 45 saloon, 1937, £225. (C1005)

LAGONDA L.G.45 De Ville saloon, 1937, £165. (C1005)

LAGONDA M.45 sports saloon, 1934, £125. (C1005)

LOTUS Ford Mk. VIII 1098 c.c. aerodynamic, 1955, £625. (C1005)

MORRIS Series "E" tourer, 1938, £195. (C1005)

MERCEDES Benz Type 500 saloon, 1936, £245. (C1005)

RILEY 1 1/2 litre sports saloon, 1940, £195. (C1005)

RILEY 1 1/2 litre sports saloon, heater, 1948, £425. (C1005)

ROVER 11 h.p. Black, specimen, 1937, £215. (C1005)

ROLLS-ROYCE 20 2-attr. coupe, 1928, £145. (C1005)

RAILTON, Straight 8, 1934, £145. (C1005)

RENAULT. All new models in stock. (C1005)

SUNBEAM Talbot 10 sports saloon, 1938, £245. (C1005)

STANDARD 8 4-attr. tourer, 1939, £145. (C1005)

TRIUMPH TR2 2-attr. 1954, £625. (C1005)

Immediate H.P. and insurance. Cars and motor cycles taken in part exchange. Showrooms open from 9 a.m. to 7 p.m. weekdays and Saturdays. 11 a.m. to 4.30 p.m. Sundays. Illuminated all night. Performance Cars, Ltd., Great West Road, Brentford, Middx. F-line 8841/2/3. (C3041)

SPORTS CARS

SLOCUMBS Ltd. for sports cars

AUSTIN HEALEY 100, 1954 August, one owner, £745. Allard drop head 1948 October, £285. Doretti, 1954 August, one owner, immaculate, £825. Healey Silverstone, 1949, excellent condition, £495. XK120 1953, fixed head coupe, black, radio, heater, etc. £925. XK120 1953 drop head coupe, white, radio, heater, etc., immaculate, £985. M.G. P.A. 1935, nice order, £185. Triumph 2000 roadster, 1949, B.R.G., £450. TR2 1954, wire wheels, one owner, £745. (C1069)

UNIQUE guarantee, terms, part exchanges cars or motor cycles. 38/52 Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

1954 Warrior Bristol 2 litre, red/red hide, outstanding 2 litre sports racing car, owner forced to sell because of call-up, full history available, £1,350. (C1069)

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CARR BROS., Garages Ltd., sports car department, High Street, Purley, Surrey, offer their customary selection of sporting cars at competitive prices. (C1069)

PLEASE contact Graham A. Warner at Uplands 4811/7 for details, and also if you have for disposal any sporting car. (C1041)

STANDARD 8

W. HAROLD PERRY, Ltd., 1105-1111 High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

1954 Standard 8 saloon black with blue upholstery, heater, 1 owner, excellent condition, £395. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111 High Road, Whetstone, N.20. Tel. Hillside 6621. (C3042)

GUY SALMON Automobiles, offer:

1955 Standard 8 de luxe saloon, 8,000 miles, heater, faultless condition, £495.—Portsmouth Rd., Thames Ditton, Esher 5551-3. (C4001)

SIMPSON'S MOTORS (Wembley), Ltd., English Car Sales Division offer:

1947 Standard 8 saloon, £245.—355 High Road, Wembley, Middx. Tel. Wembley 4422. (C4019)

1955 March Standard 8 saloon, green, maroon interior, many extras including heater, etc. 9,000 miles. Spare unused. Superb condition £450.—Robbins, East Putney, Tel. 7881. (C3010)

1955 Standard 8 de luxe, 2,500 miles, heater, leather, as new, £495.—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

G. & M. ALFRED'S (1936) Ltd., 1956 Standard 8 saloon, negligible mileage.—6-7 Warren St., W.1. Euston 3268. (C1005)

1955 Standard 8 de luxe saloon, grey red, heater, 8,000 miles, immaculate, £480.—12 Springfield Road, Windsor, Berks. (2403)

1955 Standard 8, 4-door saloon, many extras, heater, low mileage, guaranteed £435.—Palmer, 3 Russell Gardens Mews, Kensington, W.14. Park 9704 and 9968. (C3034)

365 GNS. Standard 8, 1954 saloon, chromed fittings, excellent condition. Choice of 4 Standard 8's. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

1954 (May) Standard Eight saloon, ex-property Standard employee, as new, taxed, moderate mileage, £365, terms.—31 Weaver's Walk, Bell Green, Coventry. (2711)

STANDARD 10

W. HAROLD PERRY, Ltd., 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

1954 (Dec.) Standard 10 Saloon, green with red upholstery, heater, mileage, 8,000, excellent condition, £525. (C3042)

W. HAROLD PERRY, Ltd., 1105-1111 High Rd., Whetstone, N.20. Tel. Hillside 6621. (C3042)

C.M.I. CAR SALES (Pri 6623) offer:

1955 Standard 10 saloon, grey, heater, low mileage, one owner, taxed for year, £525, 3 months guarantee, terms list on application.—Swiss Cottage, Finchley Road, N.W.3. (C1051)

1955 Standard 10, radio, heater, many other extras, 7,600 miles, like new £535. Terms, Exchanges.—Richards & Carr, Ltd., 35, Kinnerston Street, S.W.1. Sloane 5424. (C3045)

PHILIP RICKARDS Ltd., offer:

1955 Standard 10 saloon, elfin green, red leather, heater, taxed for the year, 3,500 miles only, part exchange, deferred terms.—4 Brick St., Park Lane, London, W.1. Tel. Grosvenor 4772/3. (C3050)

ACLAND & TABOR Ltd., Welwyn By-Pass, Herts, Welwyn 4812/3, offer:

1955/6 Standard 10 Companion, finished elfin green, red upholstery, heater, one owner, low mileage, as new throughout, £675. Maximum H.P. terms, etc. (C1001)

1955 Standard 10, finished blue, heater, one owner, immaculate condition throughout. £535. Maximum H.P. terms, etc. (C1001)

1954 (Dec.) Standard 10, finished black, heater, immaculate condition throughout £510. Maximum H.P. terms, etc. (C1001)

1951 Vanguard Saloon, finished black, heater, excellent condition throughout. £425. Maximum H.P. terms, etc. (C1001)

1951/2 Vanguard Estate Car, finished blue, heater, new engine recently fitted, excellent condition throughout. £550. Maximum H.P. terms, etc. (C1001)

1955 Sept. Standard Super 10 saloon, in grey, 1 owner, low mileage, fitted heater. Over £100 under list price. £525.—Hillwood Motors, Mill Hill (London) 4232. (2779)

USED CARS FOR SALE

STANDARD 12

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division offer:—
1947 Standard 12, £265—335 High Road, Wembley, Middx. Tel. Wembley 4422. (C4015)
STANDARD 12 h.p. late 1936, saloon, £100 o.n.o.—Phone Mal 4521. 49 Somerset Close, New Malden, Surrey. (2698)

STANDARD 14

£295. Genuine opportunity, 1948, 14—A.Z. Motors, Palmerston Road, N.W.6. MAI 4723. (C1011)

STANDARD VANGUARD

CAR MART, Ltd.,
1933 Standard Vanguard saloon, heater, £465.
CAR MART Ltd., Welsh Harp, Edgware Road, N.W.9 Hendon 6500. (C1039)
F. DOVE, Ltd.,

1954 Vanguard, radio, heater, o/drive, one owner, magnificent, £595—69 Broadway, Wimbledon. Liberty 3456. (C1077)

£498 Standard Vanguard estate car, 1952 type, magnificent condition, leather, heater, many others.

BENMOTORS, Clarendon Road, W.11. Park 5066/7. (C1017)

1932 Standard Vanguard, Comet blue, heater, low mileage, quite exceptional. £435—Caine Garages, Ltd., 42 Worpole Road, S.W.19. Wimbledon 0195 and 13-14 Castle Parade, Ewell 2393. (C1054)

1949 Vanguard, extremely good condition, radio, htr., private sale, £310—Phone Barnes, Putney 3133. (2704)

1952 Vanguard, one owner, black, leather, heater, only 25,000 miles, £475—Campbell Symonds, Wembley 6262. (C1037)

1954 Vanguard Phase II, dual colours, overdrive, one owner, radio, heater, £520—Campbell Symonds, Wembley 6262. (C1037/1)

1956 Standard Vanguard Phase III, blue top, beige lower, red hide, heater, screen washers, 1,500 miles, one owner, scarce car at under list, £910.

J. DAVY, Ltd., 180/184 Kensington High Street, W.8. Wey 7181. 125 Brompton Road, S.W.3. Knightsbridge 4215. (C1069)

425 GNS. Standard Vanguard December 1952 saloon, leather, heater, one owner, excellent condition. Terms, Exchanges, List. Open 9-7 weekdays and Saturdays. Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. (C4018)

1956 (January) Standard Vanguard III, mileage 1,200. Don't miss the opportunity to purchase one of these magnificent cars without having to wait. Special du-tone colour scheme, grey with blue top, heater, taxed year. Cost £930 offered at £895—L. F. Dove (Woking) Ltd., Woking 1282. (C1078)

1950 Vanguard, heater, leather, exceptionally good condition, £335—Cavendish Motors, Cavendish Road, N.W.6. Willesden 0046/8. (2821)

1955 (Aug.) Vanguard Diesel Saloon, black/red. Electric overdrive. One owner, 10,000 miles. As new. Cost £1,100, £875—Alec Norman (Garages) Ltd., Gillingham, Nr. Sandy, Beds. Tel. Gillingham 226. (2807)

SAVE £150 on old price, Standard Vanguard registered July, 1955, 4,000 miles, undersealed, wheels balanced, fitted heater wing mirrors, etc., licensed year, insured June, £710—130 Melton Road, West Bridgford, Nottingham. (2479)

1952 Vanguard, black, heater, one owner, genuine 19,000 miles only, £465. Brent Cross Garage, Hendon Way, N.W.4. Speedwell 1196. (C1097)

1952 Standard Vanguard saloon, radio, heater, unmarked, £465—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

£425 1952 Vanguard saloon, silver grey, red interior, fitted radio and heater, one owner, car in excellent condition—Weybridge Automobiles, Ltd., 30 Queens Road, Weybridge, Weybridge 213. (2817)

1952 Vanguard, overdrive, heater, one owner, 18,000 miles, £435. Terms, Exchanges—Richards & Carr, Ltd., 35 Kinnerton Street, S.W.1. Sirane 5424. (C1045)

1949/50 Vanguard Estate car £315—Oldfield, 386 Kensington High Street, W.14. We 6631. (C3029)

STANDARD MISCELLANEOUS

CARRS AUTO SALES offer:—
STANDARD Distributors offer Standard 8, 1938 saloon, black with red, heater, one owner, £485; also 1936 de-luxe and Standard 16, all in distributors' condition, from £470.

STANDARD House, 2, South End, Croydon, Croydon 0266. (C1108)

STUDEBAKER

1950/1 Studebaker Champion Convertible, R.I.D. power top, radio, heater and overdrive, £780, 3 tone colour—Joe Thompson Motors, Ltd., 91-5 Fulham Road, South Kensington, S.W.5. Kensington 4858. (C4028)

SUNBEAM

CHARLES FOLLETT, Ltd., offer:—
1954 Sunbeam convertible, metallic grey, red leather, heater, fog and spot lamps, one owner, supplied new by us, £945.

1953 Sunbeam Talbot Mark II 80 saloon, blue, heater, speedo reading 17,000 miles, serviced, £775, 3 months guarantee, hire purchase facilities and part exchange.

SHOWROOMS: 18, Berkeley Street, W.1. Mayfair 6268.

SERVICE, Works and Stores: Barnsdale Road, off Eglon Avenue, W.3. Cunningham 8898. (C3010)

WARWICK WRIGHT, Ltd., offer:—
1955 Sunbeam Mark III (overdrive) saloon, black, red upholstery, radio and heater, 7,000 miles; £1,178.

1955 Sunbeam Mark III coupé, grey with red upholstery, heater, 10,000 miles; £1,178.

WARWICK WRIGHT, Ltd., 150, New Bond St., S.W.1. Mayfair 9761. (C4046)

SUNBEAM

£325, 1948 S/Talbot open 4-seater, new hood, smart, fast car, excellent order, terms—Traynor Motors, Ltd., Grangewood 2530/5554. (C4083)

1955 Sunbeam Mk. III saloon, 14,000 miles, one owner, ex. new, Ripco condition, £585—Ripco, Ltd. (Sunbeams Purchased), 16, Albemarle St., Mayfair, W.1. Hyde Park 2952-4-4. (3052)

1951 Sunbeam 24 h.p. Veteran, in exceptional condition, regularly serviced. Taxed to end of year. Offers—C. R. Bradley, Upper Newbold Garage, Chesterfield, Tel. 3690. All enquiries answered (2615)

1955 Series Sunbeam Mark III saloon, grey/claret, overdrive, heater, twin spot lamps, windscreen washer, over-riders, mileage 2,500; £1,300—J. Rawson & Sons, Ltd., Tunbridge Wells, Tel. 2494. (2611)

SUNBEAM-ALPINE

B. J. HUNTER, Ltd.,
1954 Sunbeam Alpine coupe, fitted extras, very fast; 1948—22-26, Crickwood Broadway, N.W.2. Gl. 6308/4. (C3040)

FIDIGORE CARS offer:—
1954 2-seater Caribbean blue, beige hide upholstery, revolution counter, H.M.V. press-button radio, heater, low mileage; £785—340/3, Euston Rd., N.W.1. Euston 7889. (C3083)

C.H.C. (Sunbeam Alpine Buyers).
1954 series Alpine, mist with red leather, heater, twin "flamewall" headlamps, etc., 18,000 miles only, an excellent example, recommended; £765—Cartwright Hamilton Cars, Ltd., 280, Kensington High Street, W.14. Western 0207. (2834)

SUNBEAM ALPINE SPECIAL 1954 two-seater convertible coupe, with overdrive, crystal green with leather upholstery to tone, heater, radio, windscreen washers, fog lamps, mechanically and bodywork excellent condition throughout. Mileage 12,000; £925. Part exchange and H.P. facilities arranged.

TOBY MOTORS, GREAT YARMOUTH, Telephone 3273/4. (2647)

CHIPSTEAD MOTORS, Ltd., offer:—
MARK IIA, 1954, blue mist/red, recorded mileage 30,000, heater, etc., unblemished throughout; £785. CHIPSTEAD Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

SUNBEAM-TALBOT

C.H.C. (Sunbeam Talbot Buyers).
1954 series Mark IIA saloon, finished in gun metal with red leather, an excellent example; £765. Cartwright Hamilton Cars, Ltd., 280, Kensington High Street, W.14. Western 0207. (2835)

PARADE MOTORS (Mitcham) Ltd., offer:—
1948 Sunbeam Talbot 4-seater sports tourer, gun metal, excellent condition throughout; £845.

PARADE MOTORS (Mitcham), Ltd., 66/67, Monarch Parade, Mitcham, Tel. 3392. (C3086)

H. BEART & Co., Ltd., offer:—
1953 Sunbeam Talbot 80 Mark II drophead coupe, genuine 18,000 miles, and like brand new throughout; £565—102, London Road, and High Street, Kingston-on-Thames, Tel. 3348. (C1081)

1954 Sunbeam Talbot, Mark IIA saloon, grey, red leather, fitted heater, guaranteed 18,000 miles, one owner as new, £775.

1953 Sunbeam Talbot, Mark II saloon, bronze, red leather, radio and heater, one owner. £565.

1951 Sunbeam Talbot, Mark II saloon, black, red leather, fitted 1100 of extras. Perfect £520.

GIBSON'S SPORTS CARS (Christchurch), Ltd., Lynnhurst Road, Christchurch, Hants. Phone Highcliffe 2375. (C3842)

1951 Sunbeam Talbot 80 Mark II saloon, one owner, radio, heater, excellent throughout; £465. Terms, exchanges—Richards and Carr, Ltd., 26, Kinnerton Street, S.W.1. Sirane 5424. (C3045)

£325, 1951 Sunbeam Talbot 80 saloon, black, beige interior, wonderfully maintained example—G. S. Hall, Ltd., 303, King Street, Hammersmith, W.6. Riverside 2581.

1947 Sunbeam Talbot 3-litre saloon, in very nice condition throughout; £295.

ERIC HAYES, Ltd., 13, Bishop's Bridge Road, Paddington, W.2. Ambassadors 8263. (C3083)

1948 3-litre Sunbeam Talbot saloon, black, reconditioned engine May, 1955, good condition throughout; £375—Brow Brothers, Ltd., 183, Old Brompton Rd., S.W.7. Freemantle 5555. (C1063)

1950 (March) S. Talbot 80 convertible, grey with new black hood, immaculate, and in good mechanical condition throughout, tyres nearly new, many extras. A beautiful specimen; £430 gns. H.P. and P. exchange welcomed—Apply Pondtail Garage, phone Fleet 9. (2671)

1953 Sunbeam Talbot 80 saloon, radio, heater, one owner, immaculate; £595.

1950 Sunbeam Talbot 19 saloon, heater, unmarked, £450—A. Owen (Hendon), Ltd., The Hyde, Hendon, N.W.9. Tel. Colindale 3185. (C3095)

£325 ! ! 1951/2 Sunbeam Talbot Mark II de-luxe saloon, beautiful condition throughout, only one owner. Below.

£395 ! ! 1952/3 Sunbeam Talbot Mark II de-luxe saloon, undoubtedly the finest and most beautiful you can see, bodywork virtually new, interior un- worn, chassis 100%. (C3063)

£455 ! ! 1950 Sunbeam Talbot 80 sports saloon, only 3 owners, immaculate and in 1954 condition. LAMBS, of Wood Green (Established 1897), 100 guaranteed cars. Exchanges, hire purchases—421-423, High Rd., Finchley, Finchley 6232. (C3063)

SUNBEAM-TALBOT

1950 Sunbeam Talbot 80 Saloon Alpine Mist, brown hide, sliding roof, fog light, demister, sundry 1953 features, reconditioned engine, gearbox, brakes 19,000 miles ago; £435.

J. DAVY, Ltd., 180/184, Kensington High Street, W.8. Wey 7181. 215, Brompton Road, S.W.2. Knightsbridge 4215. (C1089)

1952, 80, genuine low mileage car in immaculate condition. Only reason for sale, owner bought Bristol. This is one of the nicest we have taken in part exchange—Anthony Crook Motors, Ltd., High Street, Esher, Surrey. Tel. 4580. (C1063)

£725, 1954 Sunbeam Talbot 80 saloon, heater, very low mileage, practically as new throughout, three months' mechanical guarantee. Terms to suit and exchanges—Coachcraft, Elm Road, Kewham, Tel. 6839. (C1088)

SWALLOW DORETTI July, 1955, 2/4 seater, 6,000 miles, immaculate condition, 100 m.p.h. and 30 m.p.s. many extras, including hard top and radio. Private sale; £895—17, George Road, Edgaston, Birmingham, 15. Phone: Edgaston 2825. (3396)

TRIUMPH

P. & J. P. AND JOYCE, Ltd.,
1953 (May) 2,000, saloon, black, beige trim, £685—184-188, Gt. Portland St., W.1. Museum 1001. (C3039)

JACK ROSE, Ltd.,
1952 Triumph Renown saloon, immaculate inside and out, in green, £485. Also 1951 Renown in grey, most attractive, £425—Stafford Rd., Wallington, Surrey, Wallington 6677; Burgh Heath 2376. (20356)

L. F. DOVE, Ltd.,
1955 TR2, 5,000 miles, almost like new, £740—69, Broadway, Wimbledon, Liberty 3458. (C1077)

B. J. HUNTER, Ltd.,
1954 Triumph TR2, all extra, £695—22-26, Crickwood Broadway, N.W.2. Gl. 6303/4. (C2040)

ARCHIE SIMONS & Co., Ltd.,
1953 Triumph Mayflower saloon, grey/grey leather, one owner, immaculate condition, £485—63, Gt. Portland St., W.1. Langham 1343. (C4013)

CHIPSTEAD MOTORS Ltd., offer:—
TR2, March 1955, unblemished, neg. mileage, many extras, £755.

CHIPSTEAD Motors, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052/7253/7154. (C1046)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—
1953 Triumph Mayflower, first-class condition throughout, taxed; £495—D. J. Shepherd and Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (C4009)

SIMPSON'S MOTORS (WEMBLEY), Ltd., English Car Sales Division, offer:—
1949 Triumph Renown, immaculate, £365—355, High Road, Wembley, Middx. Tel: Wembley 4422. (C4015)

1953 Mayflower, heater, one careful user, guaranteed, £495—Campbell Symonds, Wembley 6262. (C1037)

TRIUMPH Gloria 10 Sports saloon, 1934, excellent condition, £130 o.n.o.—Box No. 0321. (2541)

1950 Triumph Renown. Spotless condition, mechanically perfect, written guarantee. £395.

LONDON Cars, 592/596, Greenford Rd., Greenford, London, Tel: Waxlow 4407. (C2057)

1949 Triumph 2000 Roadster, radio, recent engine overhaul, spotless, £295.

1951 Triumph Renown, fitted overdrive, radio, heater, many other extras, £445—Kirkdale Cars, Kirkdale, Sydenham, Tel: Sydenham 6129. (C2068)

1951 Triumph Renown saloon, magnificent, guaranteed, £360. Payments—Vaughan, 17, Astwood Mews, S.W.7. Frohisher 1319. (C4078)

TRIUMPH Vitesse, 1937/38 2-litre saloon. Mechanically good, good tyres, body a bit rough, suit enthusiast, £265.

ALTA CAR & ENG. Co., Ltd., Fullers Way, Surbiton. (2764)

G. & M. ALFREDS (1936) Ltd., 1949 Triumph 2000 coupe, extras, above average.—6-7, Warren St., W.1. Euston 3288. (C1008)

695 gns. Triumph TR2, 1955 super-sports 2-seater, heater, adjustable steering, one owner, exceptional. Terms, exchanges. Rowland Smith, below:—

325 gns. Triumph 1800 1946 Roadster coupe, new hood, excellent condition. Terms, exchanges, list. Open 9-7 weekdays and Saturdays—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

TRIUMPH Renown, razor-edge saloon, 1949. Beautiful car, reconditioned eng. factory, fitted radio, heaters, lights, all tools, extras.—30, The Green, Chelvey, Slough, £395. (2701)

P.R.2, Nov. 1954, in B.R.G., fitted heater, 11,000 miles, one careful owner. This car has not been used at any time for racing or trial, £760 or near offer.—White Bros. (Taunton) Ltd., Taunton. (2717)

1955 Nov. TR2 Ivory, red interior, fitted overdrive, one owner, considerable saving against new, £785. J. DAVY Ltd., 180/184, Kensington High St., W.8. Wey 7181. 215, Brompton Rd., S.W.3. Knightsbridge 4215. (C1089)

1951 Renown saloon, one owner, 23,300 miles, heater, really immaculate, £445. Terms, exchanges—Richards and Carr Ltd., 35, Kinnerton St., S.W.1. Sirane 5424. (C3045)

USED CARS FOR SALE

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 A.Z. MOTORS, offer: 1950 Renown, beautifully maintained vehicle, £425.—Palmerston Rd., N.W.6. MAI 4723. (C1011)

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 1947 Vauxhall 10, offers near £275.—Jepson, 83, Val, Cheshire. (2867)

VAUXHALL 10, Dec. 1946. Very good condition, nearest £320. Howes, Northern, Basingstoun, Camba. (2631)

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 1947 Vauxhall 12 saloon, lovely condition throughout, three months guarantee, £295.—C. and W. Motors, Ltd., Queen's Head Garage, East End Road, N.3. Finchley 6236 (3 lines). (C1061)

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 1955 Vauxhall Wyvern saloon, black, £625.
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VAUXHALL WYVERN

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 £550, 1953 Vauxhall Wyvern saloon, black, brown interior, 5,000 miles, one care full owner.—Broadway Motors, Hanworth Rd., Hounslow, Middx. Hon. 0175/0300 (2848)

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W. HAROLD PERRY, Ltd., 1105-1111, Hight Road, Whetstone, N.20. Tel. Hillside 6821.
 1954 Vauxhall Velox saloon, grey with red upholstery, heater, w/s washer, seat covers, fog lamp, mileage 17,500, one owner, extremely good condition, £585.
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SLOCOMBES Ltd.
 1953 Vauxhall Velox, black, fitted heater, one owner excellent throughout, £525.
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 1955 Vauxhall Velox saloon, grey with red upholstery, heater, 11,000 miles, £875.
 WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. (C4045)

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 1954 Vauxhall Velox black/brown upholstery, one owner, heater, immaculate condition, £595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

G. & M. ALFRED'S (1936) Ltd., 1956 Vauxhall Velox saloon, negligible mileage.—6-7, Warren St., W.1. Euston 3268. (C1005)

1951 Vauxhall Velox, black, brown leather, radio, heater, £400.
 DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield, Tel. Enfield 3150. (C1075)

£285, 1956 Vauxhall Velox saloon, Works mileage, exchanges, etc.—Autowork Ltd., Southgate St., Winchester, Tel. Winchester 4985. (C1010)

JULY, 1955, Velox, 700 miles, stored since Sept., black/red, £750; exchange considered.—Tel. 2297 Southampton.
 1954 Velox, choice of three, one owner cars, guaranteed for 4 months. £575.—Campbell Symonds, Wembley 6262. (C1037)

1954 model Velox, 18,700 miles, one owner, many extras, £535.—Richards and Carr, Ltd., 35, Kinnerton St., S.W.1. Stoneham 5424. (C3045)
 1954 Velox saloon, metallic grey, grey and red interior, heater, etc., 18,000 miles, exceptional condition throughout, £570. Below:
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1954 (model) Vauxhall Velox, radio, heater, many extras, £525; 1954 Vauxhall Velox, low mileage, radio, heater, as new, £615.—A. Owen (Hendon) Ltd., The Hyde, Hendon, N.W.9. Tel: Colindale 3185. (C3095)

£495 1953 model Vauxhall Velox saloon, grey with red interior, fitted heater, 28,000 miles, one owner.—Weybridge Automobiles Ltd., 30, Queen's Road, Weybridge, Weybridge 233. (C2819)

1954 Vauxhall Velox saloon, excellent condition, quality tested warranty, £585 or terms.—Capital Motors, Hornsey, N.8. Mountview 3451. (2273)
 1954 Velox, blue, 12,000 miles, heater, etc., one owner, carefully maintained.—J. West, Grocers, 33, St. Cuthberts St., Bedford. (2393)

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 J. DAVY, Ltd., 180/184, Kensington High Street, W.8. Wes. 7181; 215, Brompton Rd., S.W.3. Knightsbridge 4215. (C1069)

1954 de-luxe saloon, one owner, several extras; £625.
 1955 de-luxe saloon, one owner, taxed; £600.—Davies Motors, Ltd., 273, London Road, Staines, Staines 4211/2. (C1080)

1953 Volkswagen de-luxe saloon; £385.
 1953 Volkswagen de-luxe saloon; £465.
 BRIDGE Motor Works (Leicester), Limited, Abbey Lane, Leicester, Tel. 61978. (C3776)

£495, 1954 Volkswagen (standard) saloon, small mileage, in excellent condition throughout. Private. No dealers.—Brashear, Melbourne House, Henley-on-Thames, Oxon. (2483)

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H. BEART & Co., Ltd., offer:—
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1949 Wolseley 6/60; £325.—Oxford, 386, Kensington High Street, W.8. Wes. 6831. (C3039)

1950 Wolseley 4/50 black saloon, reconditioned engine, one owner, excellent throughout; £265. Easiest terms, exchanges.—Roya Automobiles, Ltd., 127, Parkway, Regents Park, W.W.1. Euston 2700/8894. (C3069)

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1955 Wolseley 6/60 saloon, works mileage, list price.
 JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon, Sanderstead 4290. (C4095)

1948 Wolseley de-luxe saloon, excellent condition; £825 or near offer.—Box 0264. (2403)
 WESSEX MOTORS, St. Cross Road, Winchester, 1956 registered Wolseley 4/44 saloon, nominal mileage, as new, fitted extras; £525.—Telephone Mr. Hurst, Winchester 8565. (C4087)

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THE CAR MART, Ltd., Aunup London Distributors, invite you to inspect the full range of Austin cars that are now available at their showrooms and depots in the London area.—297, Euston Rd., N.W.1, Euston 1212. [0351/R]

GATEHOUSE offer:—EARLY delivery of Austins, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N2021]

SHAW MOTORS, Ltd., PLACE your order now for earliest delivery of all models part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 688-678, Garrett Lane, S.W.17, Wim. 3031-2-3. [N4006]

HALLS (FINCHLEY), Ltd., ALL models available for inspection and demonstration; part exchanges and h.p. terms.—866, High Rd., North Finchley (Tally Ho) N.12. (BU. 1044). [7741]

ROWLAND SMITH'S for Austin. [N4018]

IMMEDIATE delivery A30, A40, A50 and A90, de luxe and standard saloons; choice of colour. [N4018]

PART exchanges, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5, Hampstead 6041. [N4018]

AUSTIN A90 de luxe saloon black; 4883/7. [N4018]

AUSTIN A90 de luxe saloon, black and grey.—Brew Brothers, Ltd., 133, Old Brompton Rd., S.W.7, Fremantle 3333. [N1083]

NEW A40 Cambridge saloon, standard model with heater. Immediate delivery, list price.—Below. [N3010]

NEW A90 4-door saloon, grey.—Robbins, East Putney, Tel. 7691. [N3010]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Austin retail dealers, part exchanges.—74-76, Broadway, Bexleyheath. Tel. 1658. [0347/R]

SPRINGFIELD GARAGES, Ltd., direct agents, favourable deliveries.—Pal. 5576-7, Evening Pal. 9874, Southgate, N.14. [0372/R]

WEST LONDON suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4, Chiswick 6780. [N3054]

AUSTIN

KDM & CHERINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Cro. 5331. [N2054/R]

AUSTIN A50, A40 or A30 for immediate delivery.—A. D. J. Shepherd & Co. (Hendon), Ltd., 436, Hertford Rd., Hendon, Howard 1631. [N4009]

A135 1956 Austin Princess Mark III saloon, unregistered, immediate delivery, in black, brown hide, demonstration without obligation. [N4017]

HEINLYE, Cheltenham Rd., Tel. 21526; and Victoria St., Tel. 2787, Bristol. [N4017]

SMITH MOTORS OF DULWICH for Austins, all models available.—255-259, Rye Lane, S.E.1. Tel. New Cross 6767. [0306/R]

METROPOLIS GARAGES, Ltd., agents for Austins, offer immediate and early delivery of all models.—45, Marie Court Rd., London, W.8. Western 4564. [0601]

IMMEDIATE delivery Austin A90 de luxe saloon, Austin A50 de luxe saloon, Austin A30 2- or 4-door saloons.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Kin. 3104. [N4053/R]

AUSTIN A50 de luxe, black, immediate delivery; part exchanges, cars or motor cycles.—Burge & Ingill Motors, Ltd., Dudden Hill Lane, N.W.10. Willesden 4869. [N4017]

HERBERT & MILLS, Ltd., Austin agents for over 30 years, offer immediate delivery A50, A40, A50 and A30 saloons.—75, Great Portland St., W.1. [N2086]

WEST LONDON MOTORS offer immediate delivery of new 2-door and 4-door Austin A30 saloons and A50 and A50 Cambridge saloons; all facilities.—205-209, Fulham Palace Rd., W.6. [N4006]

AUSTIN Princess Lwb. 7-seater limousine, electric division, all extras, immediate delivery; also A40, A50 and A90 saloons.—Jack Olding & Co. (Motors), Ltd. May. 3242. [N3050]

THE whole Austin range in any colour, delivery from stock.—British & Colonial Motors Ltd., 15-14, Upper St. Martin's Lane London, W.C.2. Temple Bar 3588. [N1037]

TRINITY CARS, Ltd., Austin dealers, invite enquiries for immediate delivery of A50, A40, A50, A90 and all other models.—24, Rida, Wandsworth, Kingston, S.W.18. Vandyke 1168. [N4034]

AUSTIN A90 de luxe saloon, Austin A50 de luxe saloon, Austin A30 2- or 4-door saloons.—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [N4053/R]

SMITH & HUNTER, Ltd., specialists.—Direct car and service agents, fullest facilities; available now A90, A50, A50 exchanges, deferred terms.—376-8, Kensington High St., W.14 Western 3314. [N4019]

WILSON'S AUTOMOBILES & COACHWORKS, Ltd., for immediate delivery of the A30, A40, A50 and A90 models, also prompt delivery of light commercials.—34, Acree Lane, Brixton, S.W.2. Brixton 4011. [N4065/R]

LANKESTER ENGINEERING Co., Ltd., 39-43, Eden St., Kingston, the Austin main agents, offer immediate delivery of all models; demonstration cars available, exchanges and deferred terms.—Kingston 3151, 6 lines. [N2063/R]

PRINCESS saloon, A90, A50, A40, A30, and all commercial models.—Prynn & Stevens, Ltd., the South London Austin Depot, 57, Acree Lane, S.W.2. Repairs and service to Austin exclusively. Brixton 1155, Streatham 7562. [0889/R]

BRITAIN and back overseas residents visiting Britain may buy new Austins without purchase tax for use in Britain and subsequent export; delivery airport or London; immediate reply to inquiries.—Steele Griffiths, Ltd., London, S.E.5, England. [0467]

MEES & MEES, Ltd. (Est. 1893), direct Austin specialists for past 30 years, offer from stock A30, A40 and A50 saloons, early delivery light commercial vehicles; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. [N1013]

You couldn't do better than secure immediate delivery of your new Austin model A90 Westminster, A40 or A50 Cambridge, A40 or A30 Countryman, A30 2-door or 4-door saloons, current market value for your present car, subject to inspection, please ask for list of 100 new and slightly used cars. [N4006]

FERRARIS OF ORICKLEWOOD, Ltd., 200-220, Oricklewood Broadway, London, W.12. Oricklewood 2234. Open week-days 8 a.m. to 6 p.m. [N4006]

NEW CARS FOR SALE

AUSTIN-HEALEY

SMITH MOTORS OF DULWICH for Austin-Healey. 285, Ryde Lane, S.E.15. Tel. New Cross 6767 (0641/R)

WE value cars in part exchange.—Performance Cars, Brentford Middlesex. Belling 9841. (N3041)

LANKESTER ENGINEERING CO., Ltd., 59-63, Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 8151-6, offer immediate delivery 100 model sports colour green; exchange and deferred terms. (0389/R)

AUSTIN-HEALEY, the production sports car on which extras are standard equipment; buy your Austin-Healey from Donald Healey Motor Co., Ltd. 2, Mans tuning kits in the United Kingdom. Warrick SERVICE: Donald Healey Motor Co., Ltd., 43 North Audley St., W.1. (0689/R)

BENTLEY

CAR MART, Ltd.,

OFFICIAL retailers, offer for future delivery the S series Bentley saloon; demonstration cars available. (N3041)

CAR MART, Ltd., 280, Euston Rd., N.W.1. Euston 1212

GLOUCESTER HOUSE, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3434. (N1039/R)

CROSBY, Ltd., Northampton

OFFICIAL Bentley retailers.

SHOWROOMS and Service.

MAREPAIR, Northampton. Tel. 51662. (0589/R)

DAVID ROSEFIELD Ltd.,

OFFICIAL Bentley and Rolls-Royce retailers.

SHOWROOMS: 85/42, Peter St., Manchester, 2. Densmore 6971

SERVICE Station: Cheetham Hill Rd., Manchester, 2. Tel. B1a 3908. (0589/R)

RIPON BROS., Ltd., the largest Bentley and Rolls-Royce distributors of Mark VI Bentley and Rolls-Royce cars fitted with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Sunderland (10 lines). (0439/R)

B.M.W.

SOLE BMW concessionaires in Great Britain: orders can now be placed for the new right-hand drive Type 502, 503 and 507 models.—Fraser-Nash Cars, Isleworth Middlesex. Hounslow 0011. (N2015)

S.M.W. ISETTA

V&F MONACO MOTORS.—Immediate delivery demonstrations, information.

V&F MONACO MOTORS, 8, Astwood Mews, Road Station, Farnham 6414. (0547/R)

RUDDS OF WORTHING for demonstrations in the South; quick deliveries; part exchange.—Adjacent Central Station, Worthing 7775-4. (0589/R)

FORBES & PALOKE, B.M.W. Isotta dealers; demonstrations.—28, Old Brompton Rd., Knightsbridge 1244. (0585/R)

SOLE B.M.W. Isotta concessionaires in Great Britain: all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Isleworth Middlesex. Hounslow 0011. (N2015)

BOND MINICAR

RAYMOND WAY.

GREAT BRITAIN'S largest Bond Minicar distributors; immediate delivery of all models on payment of £ deposit; your car, motor cycle, 3-wheeler or van welcomed in exchange; special service department staffed by Bond trained mechanics; special cheap insurance rates for Bonds.—Kilburn Bridge, N.W.6. Maids Vale 6044. Open to 8 p.m. 6 days a week. (0389/R)

ROWLAND SMITH'S to Bond Minicar.

IMMEDIATE delivery 2-seater and Family models.

PART exchange confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

WE value cars in part exchange.—Performance Cars, Great West Rd., Brentford, Middlesex. Belling 9841. (N3041)

PRIDE & CLARKE, Ltd., Bond Minicar distributors, all models and colours in stock; one-half deposit secure balance over 24 months; exchange welcomed.—117, Stockwell Rd., S.W.5. Brixton 6351. (N2068/R)

BORWARD

METCALFE & MUNDY, Ltd.,

SOLE concessionaires for all Borward cars.

PASSENGER cars with optional automatic drive; also Express microbus with direct fuel injection; full range of commercial vehicles, diesel and petrol; demonstrations at any time; list of distributors on request.—280, Old Brompton Rd., S.W.5. Pre. 5471/0198-7. (N3041)

REG TIMMS (MOTORS), Ltd.,

BORWARD Hants sole distributors for Herts and Beds; Isabella 1500 demonstrate our saloon available; early deliveries; trade enquiries invited.—58-30, High Town Rd., Luton Beds. Tel. Luton 3854-5. (0585/R)

C. L. & H. L. BLUNDELL, Ltd., Christ Church Rd., Folkestone. Tel. 2726. (N1108)

BURNS STATION GARAGE, 47, 53, 59.—Sole distributors Edinburgh and South of Scotland; Isabella 1500 demonstration car available—quick delivery. (0480/R)

YORKSHIRE, West Riding.—Borward distributors, demonstration cars available, service after sales.—Union Garage, Horbury Rd., Wakefield. Tel. 5195. (N4430)

RIVE CAR SALES, Ltd., New Rd., Southampton, Tel. 22354. Sole distributors for Hants, Dorset and Somerset; demonstrations available; complete range; trade enquiries invited; early delivery. (0596/R)

BORWARD

CARR'S MOTORS.—Sole distributors Lancs & Ches. Trade enquiries invited; full service; demonstration cars available.—Carr's Motors, Hardman St., Liverpool 1. Tel. Royal 5141 (5 lines). (6707)

NEW Borward Isabella saloons and station wagons, choice of colours, demonstrations; exchange welcome; terms.—Fidge & Clarke, Ltd., Area dealers, 158, Stockwell Rd., S.W.5. Brixton 6351. (N3068)

SURREY, Sussex and Kent sole distributors for Borward; demonstration cars available; early delivery new models spares and service.—J. Fairman & Sons, Ltd., Horley, Surrey. (Tel. 17.) (0519/R)

E&T MOTORS, Ltd., sole distributors for Essex, Kent county and part of East London, literature, demonstration on request, quick delivery; trade enquiries invited.—55, High St., Leytonstone, E.11. Tel. Leytonstone 4277 and 6351. (0685/R)

BRISTOL

BRISTOL.—Halls (Finchley), Ltd., appointed Bristol dealers, 886, High Rd., North Finchley (Tally Ho), N.12. Tel. 104-1. (7181)

BRISTOL in the Western Counties, new and used models, service and spares; advantageous delivery new cars; sole distributors.—Charles Cruickshank Motors, The Centre, Bristol. Tel. 23260. (0351/R)

BUICK

A LIMITED importation of 1956 Buick models; orders can now be accepted.—Sole concessionaires, Landrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London W.1. (0388/R)

CADILLAC

A LIMITED importation of 1956 Cadillac models; orders can now be accepted.—Sole concessionaires, Landrum & Hartman, Ltd., Buick House, Albemarle St., Piccadilly, London, W.1. (0388/R)

CHEVROLET

BRITISH & COLONIAL MOTORS, Ltd., 12-14, Upper St. Martin's Lane (adj. Leicester Sq. Tube Sta.), W.O.2. Temple Bar 3536. Distributors for London and Home Counties. (N1067/R)

CHRYSLER

AUTORALES (LONDON) Ltd. offer:—

NEW Chrysler Plymouth V.8 and 6-cylinder saloons available choice of colours and specification; part exchange terms.—59-65, Belsize Rd., N.W.6. Maids Vale 6158. (0584/R)

CITROEN

C.G. NORMAN & Co., sole distributors for the County of London; early delivery.—50, Vauxhall Bridge Rd., S.W.1. Vic. 3211. (0397/R)

DAIMLER

DENHAMS for Daimler.

ALL models available for demonstration.—Tel. A. Esher 2021.

PORTSMOUTH Rd. Esher, Surrey. (N1100)

ROWLAND SMITH'S for Daimler.

CONQUEST de luxe saloon on view, early delivery all models.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

DORKING MOTOR CO., Ltd., distributors, Daimler specialists.—285, Dorset, (N1068)

SMITH MOTORS OF DULWICH for Daimlers.—285, Ryde Lane, S.E.15. New Cross 6767. (0382/R)

SIDNEY MARCOS, Ltd., for your new Daimler, accredited agents; first-class after service.—35, Sloane St., S.W.1. Bel. 3721. (N3008)

D.K.W.

SOLE DKW concessionaires in Great Britain: all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Isleworth Middlesex. Hounslow 0011. (N2015)

SUNDERKLASSE saloon demonstrator available at Rudde of Worthing; distance no object; part exchange arranged; terms; quick deliveries with choice of colour.—Adjacent Central Station, Worthing 7775-4. (0583/R)

FIAT

H. C. PAUL, Ltd.,

SEE and try the Fiat range of cars; orders accepted for reasonable delivery.—32, Bruton Place, Berkeley Square, W.1. Mayfair 0621-2. (N3040)

RUDDS OF WORTHING for demonstrations, quick deliveries, adjacent Central Station.—Tel. 7775-4. (0589/R)

BLUE STAR GARAGES, Exeter, Fiat distributors; demonstration cars available.—Exeter 7508. (0086/R)

C. V. RUSHMAN AUTOMOBILES, Official Agents; demonstrations, quick deliveries.—45, Holland Park Mews, W.11. Park 3761. (N2061)

FIAT, new 600 and 1100, etc., immediate delivery; main London dealers.—Premier Motors, 285-7, Lewisham High St., S.E.13. Lee 1051. (N3068)

ORDER your new 600 or 1100 Fiat from the specialist, 18 years' servicing experience.—Derrington, 159-161, London Rd., Kingston. Kingston 5621-2. (N1071)

SEVERAL demonstration cars available, perfect conditions low mileage.—Appl. Fiat (England) Ltd. Water Rd. Wembley. Middle Tel. Perivale 5651. (N3078/R)

HAMPSTEAD, N.W.1.—Immediate delivery, Fiat 600; 4 terms, exchange.—Northway Garage, Fiat Agents, Finchley Rd., Swiss Cottage, N.W.3. Primrose 1127. (N3028)

MAYFAIR GARAGES, Ltd., accredited West-End Fiat stockists for all models; highest allowance for any make in exchange; catalogue on request.—Baldern St. (opp. Selfridges clock), W.1. Mayfair 5104-5. (N3041)

COME and drive the fantastic Fiat 600 and 1100; we value cars in part exchange.—Performance Cars, Distributors for West London and Middlesex, Great West Rd., Brentford, Middle. Belling 9841. (N3041)

FIAT

COX'S MOTORS (LEICESTER), Ltd., have in stock all Fiat models, 600, 1100, 1400 and 1900 saloons; immediate delivery; any part exchange accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60319-30023. (N1058)

FORD

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621.

CONSULT W. Harold Perry, Ltd., before purchasing your new Ford Popular, Anglia, Prefect, Consul, Zephyr, Zodiac saloon.

W. HAROLD PERRY, Ltd., 1105-1111, High Rd., Whetstone, N.20. Tel. Hillside 6621. (N3043)

EPSON.

THE FARM GARAGE, Ltd.,

FORD main dealers.

TELEPHONE EPSON 1456. (0068/R)

SHAW MOTORS, Ltd.,

PLACE your order now for earliest delivery of all models; part exchange, deferred terms; open day and night.—Shaw Motors, Ltd., 666-676, Garrett Lane, S.W.17. Wimbledon 3031-3-5. (N4004)

GORDON CARS (LDN.), Ltd.,

NEW Ford Zephyr convertible, blue with blue leather upholstery, fitted heater; 6907/7/4.

GORDON CARS (LDN.), Ltd., 24, North End Rd., Golders Green, N.W.11. Spadwall 4701. (0974/N)

ROWLAND SMITH'S for Ford.

IMMEDIATE delivery Zodiac, Consul, Popular, etc.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. (N4018)

BOWES RD. GARAGE, Ltd., offer:—

IMMEDIATE delivery, Popular, green; list.—Bowes Rd. Garage, below.

IMMEDIATE delivery, Anglia de luxe, black, P.V.O.; list.—Bowes Rd. Garage, below.

IMMEDIATE delivery, Consul, black, red leather; list price.—Bowes Rd. Garage, below.

IMMEDIATE delivery, Zodiac, grey/blue, usual extras; list.—Bowes Rd. Garage, below.

IMMEDIATE delivery, Thames 10cvt van, blue; list price; hire purchase and exchange; spares and service.—Bowes Rd. Garage, Bowes Rd. (North Circular Rd.), W.11. Bowes Park 284-5-6. (1585)

ARTHUR E. GOULD, 290-2, Regent St., W.1.

FORD main dealers and distributors for immediate delivery of Zephyr, Zodiac, Consul, etc. Tel. Langham 1594-5. (0108/R)

RAYMOND WAY, the hire purchase specialists.

FOR your new Ford; delivery on payment of 1/4 deposit; cars, motor cycles and 3-wheelers welcomed in exchange.—Kilburn Bridge, N.W.6. Maids Vale 6044. Open to 8 p.m. 6 days a week. (0778/R)

DAVENHAM MOTORS, Ltd., Ford main dealers.

56 Park Lane, W.1. Hyde Park 4066; 374, Belling Rd., Alperton, Middx. Perivale 3388; and 6, 8 and 12, St. Aubrey Rd., Catford, S.E.4. Hillier Green 4821. (N1066)

JOHN S. THURSCOTT, Ltd., authorised Ford dealers, IMMEDIATE delivery of most models.—175, Westbourne Grove, W.11. Bayswater 4274. (N4036)

ALFARDE MOTORS, Ltd., Acton Lane, Brixton, S.W.2.

MAIN Ford distributors; consult us for delivery of all Ford models. Brixton 6431-3-5.

OLIVER & SONS, residents, enquiries Enquire Dept. Macaulay 3201. (0684/R)

NEW Ford Consul, pre-Budget price.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. (N3066)

FORD Consul saloon Canterbury green, P.V.O. and heater; 4784/7.

FORD Zephyr, Dorchester grey, P.V.O., heater; 4317/7.—Brew Brothers, Ltd., Old Brompton Rd., S.W.7. Premantle 3333. (N1083)

BLUE STAR GARAGES, Ltd., Rosemont Court, Park Rd., Regent's Park, N.W.1. Pad. 7454. (0667/R)

NEW Ford Anglia saloon at list price; 4541/7, ex-works.—Kennedy Bros., Rotherham 266, Sussex. (1311)

NEW Consul saloon, blue with leather and heater; IMMEDIATE delivery; list price.—Robbins, East Putney, Tel. 781. (N3010)

WEST LONDON MOTORS offer immediate delivery of Ford Consul and Popular saloons; all facilities.—305-308, Fulham Palace Rd., W.6. Ful. 0066. (1457)

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—3, Albemarle St., London. W.1. Oro. 5531. (N2054/N)

JACK ROYE, Ltd., for your new Ford.—Stafford Rd., Wallington Surrey. Wallington 6877, Burch Heath 2378. (N3056)

F. H. PEACOCK, Ltd., main Ford dealers.—Sales and service coaching insurance.—219-221, Balham High Rd., S.W.17. Balham 1871 (10 lines). (0086/R)

IMMEDIATE delivery, Popular, Consul, Zephyr, Zodiac, choice of 12, some at pre-Budget prices.—Sharwood Motors, 21, Overbridge Rd., W.3. Belling 1475. (N3053)

POPULAR: Prefect, Consul, Zephyr, Zodiac; delivery from stock.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, London, W.O.3. Temple Bar 5556. (N1027)

PEACOCKS OF FOLKESTONE, Ltd., main Ford dealers.—Sales and Service; insurance.—5500, roomy 150, Sandgate Rd.; works and offices, 106, Ford Rd., Folkestone 5122 (3 lines). (0484/R)

NEW CARS FOR SALE

FORD

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A Welwyn 451-2-3, offer immediate delivery Consul saloon, black and grey, 2200 cc, 1200 cc, maximum h.p. terms available, 1/2 down, balance over 2 years. [N1001]

YOU couldn't do better than secure immediate delivery of your new Ford model Consul, Zephyr and Zodiac saloons, acquire estate car, Popular saloon. Perfect for luxury saloon, current market value for your present car subject to inspection, please ask for list of 100 new and slightly used cars.

FERRARIE OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. [N1008]

FRAZER NASH

REQUESTS for literature to the manufacturers.—**Frazer-Nash Cars**, Isleworth, Middlesex. Hounslow 0011. [N1015]

GORDON

RAYMOND WAY. **OFFICIALLY** appointed distributors for this new 5-wheeler for the counties of Middlesex, Essex, Essex, Suffolk, Kent, Surrey, North London district, trade enquiries invited from these areas. List price from £230/10, including P.T.; immediate delivery of all colours and models from 1/2 deposit.

RAYMOND WAY, Kilburn Bridge, N.W.8. Maida Vale 6044. Open to 8 p.m. 6 days a week. 10994/R

HILLMAN

NEWTONS OF WEMBLEY. **EXCLUSIVE** Rootes retailers, for prompt delivery all Hillman models, demonstration cars available; maximum h.p. terms available; confidential credit facilities; view the Day Look range at:—

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx (opposite Wembley Town Hall) Arnold 3350 (4 lines). [0796/R]

BOWES ROAD GARAGE, Ltd., offer:—

IMMEDIATE delivery Hillman-Commer Swift van; list price.—**Bowes Road Garage**, be. w.

IMMEDIATE delivery Husky, dual grey; list price; hire purchase and exchange.—**Bowes Road Garage**, Bowes Rd. (North Circular N.1), N.11. Bowes Park 2284-5-6. [1363]

ROBERT SERVICE GARAGE, Finchley. Authorized dealers.

CONSULT us for deliveries and exchanges.—201-253, Ballards Lane North Finchley, N.15. Hillside 4011-4005. [N1078/R]

SMITH MOTORS OF DULWICH for Hillman.—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0811/R]

BARNET area.—Hillman main dealers.—**Hadley Green Garages**, 202-204, High St., Barnet 0332. [0411]

CARRIS MOTORS, Ltd., for quick delivery of the entire Hillman range.—**Lewisham Bridge**, London, S.E.13. Lee 5535. [0784/R]

HILLMAN Husky, delivery from stock.—**British & Colonial Motors, Ltd.**, 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5585. [N1027]

HILLMAN Minx, special saloon, list.—**Montrose Motors**, 91-95, Epping New Rd., Buckhurst Hill, W.11. [N1038]

HILLMAN Minx de luxe saloon, green; £743/7.—**Brew Brothers, Ltd.**, Old Brompton Rd., N.W.1. [N1063]

DELIVERY from stock of Hillman range. Demonstration cars available.—**R. A. Mead (Sales), Ltd.**, 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N1027]

W for use on your arrival in England. Authorized dealers for Hillman, Hillman and Sunbeam; also any other make supplied.—**R. A. Mead (Sales), Ltd.**, Maidenhead, Berkshire. [N1031]

SMITH AUTO CO., Ltd., Area Dealers for Rootes S Group, offer favourable delivery of the Hillman range.—149, London Rd., Croydon. Croydon 2115 (3 lines). [0869/R]

NEW Minx saloon and Californian. Immediate delivery, pre-Budget prices; terms or exchange.—**M. P. Erskine & Sons, Ltd.**, Brookwood, Surrey. Tel. Brookwood 3401 & 2. [1464]

ALPHA MOTORS (CHARLTON), Ltd., for early delivery and complete after-sale service of all Hillman models.—**Woolwich Rd., Charlton, S.E.7.** Greenwich 1899. [0880/R]

HUDSON

SPINKS (TWICKENHAM) Ltd., the Hudson distributors, are now booking orders for early delivery of the new Hudson Rambler and other models.

HUDSON spares and service are available at Spinks (Twickenham), Ltd., 25-101, Heath Rd., Twickenham, Middlesex. Tel. Post 104-5-7-8. [0478/R]

HUMBER

NEWTONS OF WEMBLEY. **EXCLUSIVE** Rootes retailers for prompt delivery Hawk and Super Snipe, 1956 range on view at our showrooms; demonstration cars available; part exchanges, confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newtons Corner, Wembley Park, Middx (opposite Wembley Town Hall), Arnold 3353 (4 lines). [0792/R]

IMMEDIATE DELIVERY, Number Hawk and Super Snipe.

R. A. MEAD (SALES), Ltd., Area Dealers, 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N1027]

W for use on your arrival in England. Authorized dealers for Hillman, Hillman and Sunbeam; also any other make supplied.—**R. A. Mead (Sales), Ltd.**, Maidenhead, Berkshire. [N1031]

SMITH MOTORS OF DULWICH for Humber.—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0845/R]

IMMEDIATE delivery new Humber Super Snipe; £1,395/10/10 pre-Budget price, saving £247.

LONDON & COUNTRY MOTOR MARK, Ltd., 29/31, New King's Rd., Fulham, S.W.6. Remeny 1183. [0676/R]

HUMBER Hawk—Try Motorists (London), Ltd., Great North Rd., 2-4 Finchley Station, N.1. Tudor 2301-2. [N1018]

HUMBER

CARRIS MOTORS, Ltd., for quick delivery of Humber Hawk and Super Snipe.—**Lewisham Bridge**, London, S.E.13. Lee 5535. [0784/R]

HUMBER Hawk saloon, overdrive, blue with red leather, list.—**Montrose Motors**, 91-95, Epping New Rd., Buckhurst Hill, W.11. [N1038]

HUMBER Super Snipe, in burgundy; £1,395/10/10; a pre-Rootes and pre-Budget price.—**Brew Brothers, Ltd.**, Old Brompton Rd., S.W.7. [N1063]

SMITH AUTO CO., Ltd., Area Dealers for Rootes S Group, offer early delivery of Super Snipe and Hawk saloon.—149, London Rd., Croydon. Croydon 2115 (3 lines). [0867/R]

GORDON CARS (LONDON), Ltd., the specialist Humber dealers, place your order with confidence for reasonable delivery of both Hawk and Super Snipe models now; available ex stock. Super Snipe in Alpine mist with red upholstery.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0973/R]

NEW and unregistered Humber Super Snipe saloon for immediate delivery, offered at pre-Budget price of £1,595, a saving of £248 against the current list price, finished in grey with red leather upholstery; your present car taken in part exchange.

E. LEIGHTON BUSTARD, Ltd., 2172, Lake St., Leighton Buzzard, Tel. 2172. [N1033]

JAGUAR

HENLYS, Ltd. **ENGLAND'S** largest Jaguar distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 9151).

NEWLY House, 335, Euston Rd., N.W.1. (Euston 2151).

MANCHESTER, 1-5, Peter St. (Blackfriars 7845.) [N153/R]

H. BEART & Co., Ltd. **JAGUAR** main dealers.

WELCOME enquiries and will be pleased to give full details of the superb range of Jaguar cars.—102, London Rd., and High St., Kingston-on-Thames. Kingston 3548. [N1061]

HALS (FINCHLEY), Ltd. **AREA** dealers for Jaguar.—Mk. VII type M saloons and XK140 models available for inspection; part exchanges; h.p. terms.—49, High Rd., North Finchley (Tally Ho), N.15. [N1044]

ROSE & YOUNG, Ltd., offer:—

NEW Jaguar Mark VII at pre-Budget price.—£5-69, Stenfold Ave., Streatham Hill, S.W.2 (one minute from Streatham Hill Station). Tulsa Hill 6464. [N5037]

ROWLAND SMITH'S for Jaguar.

Mk. VII with automatic transmission on view, early delivery all 54-litre models.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Tulso), N.W.3.** Hampstead 6041. [N4018]

COMBES & BONS (GUILDFORD), Ltd., for Jaguar sales and service.

MAIN agent for South West Surrey.—St. Catherine's Garage, Guildford GU9 07-9. [0244/R]

SMITH MOTORS OF DULWICH for Jaguars.—101, Barry Rd., S.E.22. Tel. New Cross 6611. [0942/R]

KJ MOTORS, Ltd., N.W. Kent's leading Jaguar area dealers.—**Bromley, Rav.** 5456. [0286/R]

KDM & CHERINGTON, Ltd.—Immediate delivery of all models.—8, Albemarle St., London, W.1. Gro. 8551. [N2054/R]

SIDNEY MARCUS, Ltd.—New Jaguars at pre-Budget prices, choice of models and colours.—23, Sloane St., S.W.1. Belgrave 3721. [N5006]

CLARKE & SIMPSON, Ltd., offer immediate delivery Jaguar Mark VII saloon, with automatic transmission.—49, Sloane Sq., London, S.W.1. Sloane 2721. [N1046]

R. P. POWELL MOTORS, Ltd., East London area dealers; enquiries invited for all Jaguar models.—321, Romford Rd., Forest Gate, E.7. Maryland 4615. [0436/R]

NEW Mark VII M with overdrive, battleship grey headroom, 36, Queensway, W.2. Bayswater 0136. [N1015]

XK140 fixed head coupe, B.R. green and tan, overdrive, pre-Budget list price; £1,679/17/6; immediate delivery.—**Stanley Goodwin & Son, Ltd.**, Kidderminster. Tel. 2904-5. [6654]

JAGUAR XK140, standard fixed head coupe, British racing green, with overdrive; £1,778/17.—**Brew Brothers, Ltd.**, Old Brompton Rd., S.W.7. [N1063]

W. T. RICHARDS (BEXLEYHEATH), Ltd., Jaguar area dealers; early delivery Mark VII saloons; part exchanges.—74-76, Broadway, Bexleyheath. Tel. 0614/R. [N1016]

JAGUAR XK140, fixed head coupe, fitted with overdrive, mist blue, pre-Budget price; £1,679/17/6.—**Bells Service Garage**, 145, London Rd., Kingston-on-Thames. Kingston 1185. [N1016]

XK140 2-seater B. racing green, tan leather, overdrive, immediate delivery from stock at pre-Budget price; £1,668/3/4.—**Hoffmanns of Leicester, Ltd.**, 31, London Rd., Leicester. Tel. 65751. [N2067]

HILLWOOD MOTORS for Jaguars, most models for early delivery, one only series M saloon, your car taken in part exchange, h.p. terms.—**50, Watford Way, Mill Hill, N.W.7.** Mill Hill 4232. [6644]

JAGUAR

65 mph.—Only £347/10 new. The British all-purpose 4-wheeler utility, independent suspension, hydraulic brakes, 516 12-volt Dynastart, immediate delivery particulars, demonstration.

TWO-STROKE, Ltd., Stanmore Hill, Middx. Crimsdyke 1166-7. Open Sundays 10-1. [C4091]

JOWETT

JOWETT. **ODEON MOTORS, Ltd.**, Barnet, Herts. Tel. Barnet 1144. [N2038/R]

KAISER

KAISER, Sole Concessionaires for Great Britain; sales spares.—**Steele Griffiths, London**, S.E.3. [0309/R]

LANCIA

JOHN S. TRUSCOTT, Ltd., the oldest Lancia agents; delivery of all models from stock.

173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

LANCIA—For catalogues and details apply Lancia (England), Ltd., Lancia Works, Alport, Nr. Wemby, Middx. Tel. Perivale 5656. [0269/R]

JOE THOMPSON (MOTORS), Ltd., officially appointed retailers for the United Kingdom and distributors for Surrey, Middlesex and London.—91-95, Fulham Rd., S.W.3. Kensington 4853. [N4028]

MERCEDES-BENZ

LONDON. **TAYLOR & CRAWLEY**, trade distributors (London postal area) and official retailers for Mercedes-Benz; all models available; exchanges and terms.—42a, South Audley St. (entrance Adams Row), Mayfair, W.1. (Grosvenor 6861). [N4031]

ALWAYS consult **GEE CARS, Ltd.**, official distributors for Mercedes-Benz; demonstrations available; early delivery of all models; terms and exchanges. Showrooms.—169, Fulham Rd., Chelsea, S.W.3. Knightsbridge 4733. Service Depot.—60/62, Queenstown Rd., S.W.8. Macaulay 3363-4. [0983/R]

WELWYN SALES DEPOT, Ltd. **HERTS**, Bucks and Northants Main Distributors; enquiries invited for early delivery.—**Welwyn Garden City, Hatfield 2178.** [0611/R]

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz.

IMMEDIATE delivery of most types, including one or two at pre-Budget prices; demonstration cars are here for you to drive, including our new type 300C, with fully automatic transmission, this car surpasses all previous standards.

JOHN S. TRUSCOTT, Ltd., for Mercedes-Benz, 173, Westbourne Grove, W.11. Bayswater 4274. [N4035]

BURNS STATION GARAGE, Avy 3358, main agents for Avonshire.—Early delivery all models. [0463/R]

WOKING MOTORS, distributors, Surrey and Sussex. 4377-S. Maybury Hill, Woking, Surrey. Tel. Woking 4377-S. [N4057]

DAVIES MOTORS, Ltd., official distributors, early delivery of all models.—278, London Rd., Staines. Tel. 4211-5. [N1080]

NEW Mercedes-Benz 180 saloon, grey, maroon interior, immediate delivery, pre-Budget price.—**Robbins East Pulney, Tel.** 7881. [N3010]

MIDLAND Counties distributors; demonstrations of all models.—**Carroll & Garvey, Ltd.**, Birmingham Rd., Oldbury, Birmingham. Broadwell 1235/2700. [N1076/R]

GALT OF GLASGOW, Distributors, offer immediate or early delivery according to model.—**James H. Galt, Ltd.**, 32, Woodlands Rd., Glasgow, C.3. [0634/R]

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13, distributors for Lancashire and Cheshire, sales, spares, service.—Tel. Ardwick 4361-7. [N1061]

NORFOLK, Cambridgeshire and Suffolk distributors for Mercedes cars; demonstration cars in stock and available on application to C. G. Barnard & Sons, Ltd., Stowmarket. [0691]

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A Welwyn 451-2-3, offer immediate delivery Mercedes type 220A saloon, maroon, pre-Budget price; maximum h.p. terms available, 1/2 down, balance over 2 years. [N1001]

MESSERSCHMITT

PRIDE & CLARKE, Ltd., for Messerschmitt.

SALOON car motoring at less than 1d a mile; cruising speed 55mph; a joy to handle in traffic; easy to park; all models immediate delivery; cars, 3-wheeler or motor cycles taken part exchange; tax and insurance included in terms; brochure by return.—156, Stockwell Rd., S.W.9. Bri. 6251. [N5068]

LOCKHART'S SERVICE DEPOT for sales and service.—**Chilren Rd., Dunstable.** Tel. 114. [0498/R]

COMERFORDS for the new KR200 Messerschmitt; exchanges, terms and for particulars.—**Oxford House, Portsmouth Rd., Thames Ditton.** Tel. Amberbrook 5531 (6 lines). [6140]

M.G.

EPSON. **THE WOODCOTE MOTOR Co., Ltd.** **M.O.** retail dealers.

TELEPHONE Epsom 1234. [0068/R]

ROWLAND SMITH'S for M.O.

MAGNETTE sports saloon on view, demonstration car available, early delivery, choice of colours.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—**Rowland Smith, Hampstead (Tulso), N.W.3.** Hampstead 6041. [N4018]

WE value cars in part exchange.—**Performance Cars, Brentford, Middx.** Ealing 6641. [N3041]

SMITH MOTORS OF DULWICH for M.G.s.—385, Ryelane, S.E.15. Tel. New Cross 9767. [0329/R]

M.G. MAGNETTE, 1956 model now in stock at the specialist.

TOULMIN MOTORS, 245, Staines Rd., Hounslow, Middlesex. Eounlow 8456 & 2236. [1280]

NEW CARS FOR SALE

M.G.
LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.6. Mountview 4401, offer:—
M.G. Magnette, early delivery, grey. (N2055)

WEST LONDON suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. (N2054)

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro 5551. (N2054/R)

IMMEDIATE delivery new M.G. Magnette saloons: 4 terms, exchanges.—Gibson Sports Cars (Christchurch), Ltd., Loughurst Rd., Christchurch, Hants. Tel. Highcliff 2275. (N2054/R)

MEES & MEES, Ltd. (Est. 1935), offer almost immediate delivery of Magnette saloon, black: rotational delivery of M.G.A. 2-seater; full service facilities; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (N2051)

MORGAN
ORDER your new Morgan from Johnson & Brown (Morgan distributors), 268-270, High St., Bromley, Ravensbourne 8841-2. (N2075)

MORGAN Plus-Four with TR3 engine.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N2018)

TRADITIONALLY yours, new and used Morgans from the distributor.—Ron McKenna, 601, Chester Rd., Streatham, Manchester, Tel. Longford 2100. (N2065)

BASIL ROY, Ltd., Morgan distributors, full range on view; see and try Morgan fitted with TR3 engine.—161, Old Portland St., W.1. Langham 7735. (N2010/R)

MORGAN—Leicester and Rutland County distributors, most models from stock, part exchanges accepted.—Cox's Motors (Leicester), Ltd., Conduit St., Leicester. Tel. 60519/20023. (N1059)

MORGAN Plus 4; prompt delivery of these cars: 4 spares for same; huge stocks of 4/4 and 2-wheeler spares.—J. Douglas, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal 0970. (N2720/R)

MORRIS
THE WOODCOTE MOTOR Co., Ltd.

MORRIS distributors.

TEL. Epom 1294. (N2059/R)

ROWLAND SMITH & Co. for Morris.

IMMEDIATE delivery Cowley, Oxford and Isis saloons.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 5041. (N2018)

NEW MORRIS Minor 2-door, green; list price, immediate delivery.—Tel. Bury 4 (Sussex). (N1357)

LYNE, FRANK & WAGSTAFF, Ltd., Tottenham Lane, Crouch End, N.6. Mountview 4401, offer:—

MORRIS Cowley saloon available for early delivery; list price.—Below.

MORRIS Oxford saloon, available for early delivery; list price.—Below.

NEW MORRIS Minor 2-door, green; list price, immediate delivery.—Robbins, East Putney, Tel. 7281. (N2010)

SMITH MOTORS OF DULWICH for Morris.—28, Ryegate Lane, S.E.15. Tel. New Cross 6767. (N2012/R)

KDM & CHERRINGTON, Ltd.—Immediate delivery of all models.—9, Albemarle St., London, W.1. Gro 5551. (N2054/R)

WEST LONDON MOTORS for early or immediate delivery, all facilities.—305-8, Fulham Palace Rd., W.6. Tel. 0066. (N1450)

WEST LONDON suppliers, immediate delivery all models, full service facilities.—Rogers Garages, 22, Chiswick High Rd., W.4. Chiswick 6780. (N2054)

MORRIS 2-seater travellers, beige; Morris Minor standard, beige, immediate.—P. L. Cranmore, Ltd., Tel. 2040 Potters Bar. (N2068)

HERBERT & MILLS, Ltd., Morris Agents for over 30 years, offer early delivery of all new models.—75, Great Portland St., W.1. Langham 5505-7. (N2006)

MORRIS Cowley and Isis saloons for immediate delivery.—Prospect Garage (Banstead), Ltd., Brighton Rd., Banstead, Surrey, Burch Heath 2202-5. (N2291)

ISIS and Oxford Travellers, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.O.2. Temple Bar 8588. (N1047)

MORRIS Cowley, beige; immediate delivery; part exchanges, cars or motor cycles.—Budge & Inglis Motors, Ltd., Dudden Hill Lane, N.W.10. Willenden 4889. (N2017)

LANKESTER ENGINEERING Co., Ltd., officially appointed retailers Morris cars and vans; reasonable delivery.—39-43 Eden St., Kingston-on-Thames, Surrey. Tel. Kingston 3151-6. (N204/R)

SMITH & HUNTER, Ltd., specialists.—Car and service agents, fullest facilities; available now, Morris Cowley; exchanges, deferred terms.—378-8, Kennington High St., W.14. Western 2512. (N2019)

MEES & MEES, Ltd. (Est. 1935), Morris 2-seater for over 30 years offer early delivery of most models including light commercials, part exchange and extended terms.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (N2018)

WILSON'S AUTOMOBILES & COACHWORKS, Ltd., offer immediate delivery of Black Isis and Cowley from stock and prompt delivery of all other models including light commercials.—54, Acce Lane, Brixton, S.W.2. Brixton 4011. (N2058/R)

YOU couldn't do better than secure immediate delivery of your new Morris Cowley saloon or Morris Oxford travellers car, current market value for your present car subject to inspection, please ask for our list of 100 new and slightly used cars. (N2008)

FERRARIS & CRICKLEWOOD, Ltd., 800-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 9 a.m. to 6 p.m. (N2008)

NASH car spares and repairs through Nash Concessionaires, Ltd., only.—Nash St., Albany St., N.W.1. Euston 5558-9. (N2062/R)

LANCASHIRE and Cheshire distributors for Opel Grosvenor Garage, Burnage Lane, Manchester. 19, Rus. 2874-5. (N199/R)

PACKARD
SOLE Concessionaires, Leonard Williams & Co., Ltd., 3 Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (N2730/R)

BEFORE you buy any fine car, see and drive the new 1956 Packard, magnificent range of nine different models to choose from.—Sole Concessionaires: Leonard Williams & Co., Ltd., Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. (N2510)

A REVELATION in motorcars! Up to 35mph and 47mpg, 6 seats, 2nd floor, amazing acceleration, superior road holding, safety comfort, appearance, Overdrive; try the aerodynamic 480hp air-cooled 1.6 Dynas saloon, agency enquiries invited (Home Market, U.S. Forces sales).—Tarrant & Fraser, 10, Winchester Mews, London, N.W.5. Primrose 6150. (N24100)

PANHARD
REVEALATION in motorcars! Up to 35mph and 47mpg, 6 seats, 2nd floor, amazing acceleration, superior road holding, safety comfort, appearance, Overdrive; try the aerodynamic 480hp air-cooled 1.6 Dynas saloon, agency enquiries invited (Home Market, U.S. Forces sales).—Tarrant & Fraser, 10, Winchester Mews, London, N.W.5. Primrose 6150. (N24100)

PEUGEOT
TOM KNOWLES, Peugeot Concessionaires, 19, Brick St., Piccadilly, W.1. Grosvenor 2675-4. (N2066/R)

LOCKHART'S SERVICE DEPOT, Ltd., for immediate delivery.—Chiltern Rd., Dunstable Tel. 114. (N2061/R)

G. E. BALLAMY, Automobile Engineers, Alfred Place, Worthing, Tel. Worthing 5769. Peugeot distributors Sussex and South Coast. (N2035)

PANTILES SERVICE GARAGE, Ltd., Guildford 5326, Peugeot distributors for Surrey, Surrey, North and East Sussex, North and East Sussex. Immediate delivery 203 and 405 models. (N2035)

PEUGEOT distributors, East Dorset, South Wilt and West Hants.—L.M.S., 145, Old Marlborough Park Rd., Bournemouth, Tel. Boscombe 53267. Immediate deliveries 405 and 203 models. (N2030)

DISTRIBUTORS PEUGEOT, Ltd., Peugeot concessionaires for the whole of the British Isles (excluding the London Metropolitan Police area, other than the districts within the counties of Surrey and Kent), 127, High St., Croydon, Tel. Cro. 7511/7517. (N2091/R)

PONTIAC—U.S. Concessionaires, Ltd., Pontiac Works, 5, Jubilee Place, Chelsea, S.W.5. Flaxman 7755. Also at Pontiac Works, Fernbank Rd., Berks. (N2050/R)

PORSCHE
EUROPEAN CARS, Ltd., Porsche retailers, offer 1500cc hard top model, early delivery; demonstration run can be arranged.—128-131, Old Brompton Rd., S.W.7. Frenstant 7722. (N2028/R)

SOLE Porsche concessionaires in Great Britain; all sales enquiries will receive our immediate attention; illustrated literature on request.—Fraser-Nash Cars, Isleworth, Middlesex. Hounslow 0011. (N2015)

RELIANT
ROWLAND SMITH & Co. for Reliant 3-wheeler.

IMMEDIATE delivery; coupe model, choice of colour.

PART exchange, confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.5. Hampstead 5041. (N2018)

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RAYMOND WAT.

FOR your Renault 750cc saloon for immediate delivery on deposit.—Kilburn Bridge, N.W.6. Malda Vais 6049. Open to 8 p.m. 6 days a week. (N2071/R)

FRED OUT for new Renaults, immediate delivery; terms and exchanges.—198, King St., W.5. Riverside 3131. (N2085/R)

METROPOLIS GARAGES, Ltd., offer for immediate delivery the new Renault 750.—45, Marie Court Rd., London, W.8. Western 4544. (N2086)

750cc demonstrator at Ruddy of Worthing; quick deliveries; specialised service; terms, exchanges.—Adjacent Central Station, Worthing 7773/4. (N2087/R)

RENAULT sales and service, immediate delivery of 750 cc de luxe saloons in all colours; h.p. arranged.—Witcher & Son, 55-75, Cadogan Lane, London, S.W.1. Sloane 4126. (N186/R)

PERFORMANCE CARS, Ltd., stockist of the new Renault 750 saloon range and Amiral saloon; immediate or early delivery.—Ot. West Rd., Brentford, Middlesex. Ealing 8941. (N2041)

COX'S MOTORS OF LEICESTER, Ltd., are proud to represent Renault in Leicestershire; models of the 750 and 2-litre Frigate in stock available for demonstration; generous part exchanges and terms.

COX'S MOTORS, Conduit St., Leicester. Tel. 60519. (N2109/R)

AUTO SALES (LONDON), Ltd., North London distributor; for Renault, can give early delivery of the 2-litre Frigate and 750 saloons; we give the best in sales and service.—59-65, Belsize Rd., N.W.7. Mal. 5555. (N2110/R)

RILEY
EPSON.

THE WOODCOTE MOTOR Co., Ltd.

RILEY Retail Dealers.

TELEPHONE Epom 1234. (N2061/R)

RILEY Pathfinder, black, immediately.—P. L. Cranmore, Ltd., Tel. 2040 Potters Bar. (N2106/R)

SMITH MOTORS OF DULWICH for Riley Pathfinders.—285, Rye Lane, S.E.15. Tel. New Cross 6767. (N2030/R)

RILEY
KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (N2054/R)

RILEY—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2501-2. (N2018)

AREA dealers for Riley cars; orders taken for the wonderful Pathfinder; early deliveries; part exchange, h.p. terms.—Montrose Motors, Wembley 2636. (N2055/R)

ROLLS-ROYCE
CAR MART, Ltd.

OFFICIAL retailers offer for future delivery the new Rolls-Royce Silver Cloud 500; demonstration cars available.

CAR MART, Ltd., 520, Euston Rd., N.W.1. Euston 1312. (N2730/R)

LOUGHESTER House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (N1039/R)

GROSE, Ltd., Northampton.

OFFICIAL Rolls-Royce retailers.

SHOWROOMS and service.

MARPAIR, Northampton. Tel. 31662. (N2020/R)

DAVID ROSEFIELD, Ltd.

OFFICIAL Rolls-Royce and Bentley retailers.

SHOWROOMS: 22/42, Peter St., Manchester. J. Deansgate 6871. (N2061/R)

SERVICE Station; Chesham Hill Rd., Manchester. 9 Tel. B1a 2505. (N2061/R)

RIPON BROS., Ltd., the largest Rolls-Royce and Bentley distributors of Silver Wraith and Mark VI Bentley cars with special coachwork; Rolls-Royce specialists since 1905.—Ripon Bros., Ltd., Huddersfield 7070 (10 lines). (N2049/R)

ROVER
HENLYS, England's leading Motor Agents.

ROVER distributors.

DEVONSHIRE House, Piccadilly, W.1. (Hyde Park 4444) Tel. 1544. (N2054/R)

ROVER

ODEON MOTORS, Ltd., Barnet, Herts. Tel. Barnet 1144. (N2028/R)

COOMBS & SONS (GUILDFORD), Ltd., for Rover sales and service.

M Garage, Guildford 6807-8. (N2045/R)

KJ MOTORS, Ltd., N.W. Kent's leading Rover area dealers, Bromley, Rav. 5456. (N2037/R)

DORKING MOTOR Co., Ltd., main dealers. Rover 90, 75 and 60.—Dorking 2256. (N1080)

BEXHILL—F. Dodson, Ltd., Rover distributors, Bexhill Garage, Maidstone Rd. Tel. 2392-3. (N2051/R)

CROYDON Main Agents, Leathwood's Garage, Ltd., 208, St. James's Rd., Croydon, Tho. 1222. (N2063/R)

KDM & CHERRINGTON, Ltd.—Delivery enquiries invited from 9, Albemarle St., W.1. Grosvenor 5551. (N2054/R)

W. T. RICHARDS (BEXLEYHEATH), Ltd., Rover retail dealers; part exchanges.—74-76, Broadway, Bexleyheath, Tel. 1666. (N2102/R)

SURREY MOTORS, Ltd., High St., Sutton.—Rover main dealers Sutton and district; spare and service.—Tel. Vigilant 4444. (N2276)

NORTHAMPTONSHIRE and North Bucks.—Grose, Ltd., Rover distributors and parts service.—Marshall, Northampton. Tel. 21662. (N2001/R)

WATFORD and district.—Harris-Mayes & Co., delivery enquiries invited; main dealers since 1935.—Ade of "Herts" Garage, Watford 4028. (N2051/R)

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. A Welwyn 481-2-3, offer immediate delivery Rover 60 saloon, blue; maximum h.p. terms available, is down, balance over 2 years. (N2102/R)

H. A. FOX & Co., Ltd., appointed official retailers for Rover cars, will be pleased to receive enquiries and orders for all models.—3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. Regent 6625. (N1040)

ROSEFIELD for Rover distributors for Lancashire and Cheshire.—David Rosefield, Ltd., 35-43, Peter St., Manchester. J. Deansgate 6871. Service station; Chesham Hill Rd., Manchester. J. Tel. B1a 2505. (N2061/R)

HATTON MOTORS, Ltd., Birmingham, the Midland Rover stockists, for early delivery 96in and 107in models; any used Land-Rover or used private car taken in part exchange.—Tel. Midland 2437. 71 Broad St., Birmingham. (N2097)

LAND-ROVER
TRINITY CARS, Ltd., Rover agents, offer immediate delivery of Land-Rover 96in, painted.—24, North Side, Wandsworth Common, S.W.18. Vandyke 1198. (N2034/R)

HATTON MOTORS, Ltd., Birmingham, the Midland Land-Rover stockists, for early delivery 96in and 107in models; any used Land-Rover or used private car taken in part exchange.—Tel. Midland 2437. 71 Broad St., Birmingham. (N2097)

H. C. PAUL, Ltd. **SIMCA**
SEE and try the new Simca Aronde; orders accepted for immediate delivery.—32, Bruton Place, Grosvenor Sq., W.1. Mayfair 0811/2. (N2540)

SEVERAL low-mileage mod. 1955 ex-demonstration cars available, a few new show-soiled 1955 Arondes also available, or some the full 6 months' guarantee still applies.—Write Flat (Enfield), Ltd., Water Road, Wembley, Middx. or Tel. Feritale 5651. (N2063/R)

NEW CARS FOR SALE

SIMCA

MAYFAIR GARAGES, Ltd., accredited West-End Simca stockists, for your new 1956 Aronde Elisee saloon, highest allowance for any make in part-exchange—Balderton St. (opp. Selfridges clock), W.1. Mayfair S104-5. [N3009]

SINGER

GATEHOUSE offer:
EARLY delivery of Singers.—Gatehouse Motors, Ltd., 2 Highgate Village, London, N.6. Tel. Mountview 4444. [N3021]

WE value cars in part exchange.—Performance Cars, Brentford, Middx. Kallins 8841. [N3041]

TRADE and retail agents, full range on show at the 100% Singer specialists.—Automenders, Ltd., Ferry Rd., Barnes, S.W.15. Riverside 8291. [0757/R]

NEW Singer Hunter saloons, choice of colours; exchange welcome; terms.—Pride & Clarke, Ltd., area dealers, 158, Stockwell Rd., S.W.5. Brixton 6251. [N3025]

IMMEDIATE delivery new Singer Hunter saloons at pre-Budget price; terms exchange.—Gibsons Sports Cars, (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2575. [1455]

STANDARD

L. F. DOVE, Ltd.,

AREA main dealers.

SEE it; try it; buy it.

69, The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

GATEHOUSE offer:

EARLY delivery of Standards, all models.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Tel. Mountview 4444. [N3021]

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part-exchange; deferred terms; open 9-7 week-days and Saturdays.—Shaw Motors, Ltd., 666-678, Garrair Lane, S.W.17. Wim. 3031-2-3. [N4008]

HALLS (FINCHLEY), Ltd.,

STANDARD and Triumph area dealers; all models available for inspection; part-exchange; H.P. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hill. 1064). [16656]

ROWLAND SMITH'S for Standard.

IMMEDIATE delivery.—Super 8 and Super 10 saloons; "Good Companion" Estate car.
PART exchange; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

BOWES RD. GARAGE, Ltd., offer:

IMMEDIATE delivery Standard 10 estate car, grey; list price.—Bowes Rd. Garage, below.

IMMEDIATE delivery Standard 10 6cwt van; list price.—Bowes Rd. Garage, below.

IMMEDIATE delivery Super 8 saloon, blue, silver green; list price.—Bowes Rd. Garage, below.

IMMEDIATE delivery Super 10 saloon, silver green; list price.—Bowes Rd. Garage, below.

IMMEDIATE delivery Standard 10 pick-up truck, green; list price; hire purchase and exchange.—Bowes Rd. Garage, below. (North Circular Rd. N.11. Bowes Park 2264-5-6. [1364]

BERKELEY SQUARE HOUSE GARAGE.

EXCLUSIVE Standard retail dealers.

OFFER immediate or early delivery all Standard models, with service on the spot; day and night garage facilities.
BERKELEY Sq., London, W.1. Grosvenor 4343. [0656/R]

WHITES GARAGE, Ltd., OF GRIMSBY, offer

EARLY delivery of Standard cars, all models; Standard distributors for 34 years.

WHITES GARAGE, Ltd., Saint Mary's Gate, Grimsby. Tel. 5486. [0475/R]

STANDARD Super 10 saloon, 2-tone, heater, list.

STANDARD Super 8 saloon, grey, heater, list.—Montrose Motors, 91-95, Epping New Rd., Buckhurst Hill. Tel. 1171-2. [N3088]

NEW Standard Super 8 saloon, finished grey, immediate delivery.

NEW Standard Super 10 saloon, finished grey, immediate delivery.—Robbins, East Putney. Tel. 7081. [N3010-1]

JOHN S. TRUSCOTT, Ltd., for Standard; wide choice for immediate delivery.

173, Westbourne Grove, W.11. Baywater 4274. [N4085]

SMITH MOTORS OF DULWICH for Standards.—101, Barry Rd., S.E.22. New Cross 6611. [0815/R]

IMMEDIATE delivery Standard Super 8 saloon.—G. W. Wilkin Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6109. [N4055/1]

NEW Standard 10 de luxe, heater, blue/red, approximately £665.—Salmons Garages, Ltd., Temple Bar 3536. [N4059]

IMMEDIATE delivery Standard Super 8 saloon.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston. Elm. 6104. [N4053]

STANDARD 8 and 10 saloons for immediate delivery.—Prospect Garage (Banstead), Ltd., Brighton Rd., Banstead, Surrey. Burgh Heath 2203-4. [1290]

STANDARD 8, super 8 and 10cwt. for immediate delivery.—D. J. Shephard & Co. (Enfield), Ltd., 458, Hatfield Rd., Enfield. Howard 1631. [N4006]

STANDARD 10 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-3. [N5018]

STANDARD 8 saloon.—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-3. [N5018]

STANDARD

W. T. RICHARDS (BEXLEYHEATH), Ltd., Standard and Triumph area dealers; part-exchange.—74-76, The Broadway, Bexleyheath. Tel. 1666. [0913/R]

SIDNEY MARCUS, Ltd., official Standard and Triumph agents.—All models for early delivery.—33, Sloane St., S.W.1. Belgrave 5721. [N3008]

STANDARD 8, 10 6cwt pick-up truck, immediate delivery.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3026]

STANDARD car specialists in sales and service; deferred terms.—Starnes Motors, 103, Cricklewood Broadway, London, N.W.2. Gladstone 2480. [0431/R]

CARR'S AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0026/R]

NEW CROSS CAR MART, Ltd., offer immediate delivery Standard 8 and 10c; part-exchange and hire purchase.—69-71, Lewisham Way, S.E.14. Tideway 2908. [N3094]

IMMEDIATE delivery Standard Companion 10hp estate car, 8 and 10 saloons; early delivery Vanguard III, part-exchange welcome.—Kirkdale Cars, Cobbe Corner, Sydenham, S.E.26. Sydenham 6129. [N2066]

STANDARD Super 8, Standard Super 10, Standard Super Estate; immediate delivery; part-exchange, cars or motor cycles.—Burge & Ingills Motors, Ltd., Dudden Hill Lane, N.W.10. Willenden 4889. [N4017]

DUDLEY COBOLD AUTOMOBILES for immediate delivery Super 10 saloons and early delivery Vanguard III family car and Super 8 saloons.—205-10-18, The Broadway, Wimbledon, S.W.19. Cherrywood 3586-7. [0855/R]

LANKESTER ENGINEERING Co., Ltd., 80-83, Victoria Rd., Surbiton; Standard and Triumph distributors in Surrey since 1911; offer immediate delivery; one only, Phase II Vanguard saloon, pre-Budget price; £787/7/6. [N3026]

PHASE III saloon on view, demonstrations; exchange and deferred terms.—Kimbridge 1184-5. [0402/R]

ACLAND & TABOR, Ltd., Welwyn By-pass, Herts. Welwyn 481-2-3. offer immediate delivery Standard 10 pick-up, primer, pre-Budget price; Standard Super 8, black, and Super 10, grey; maximum h.p. terms available; 1/2 down, balance over 2 years. [N1001]

BRITAIN and back overseas residents visiting Britain may buy new Standards without purchase tax for use in Britain and subsequent export; delivery airport or London; immediate reply to inquiries.—Steele Griffiths, Ltd., London, S.E.5, England. [0457]

TRINITY CARS, Ltd., Standard dealers, offer immediate delivery of Standard 8 family and de luxe saloons; also Ten Super saloons delivery; enquiries invited for all other models.—34, North Side, Wandsworth Common, S.W.18. Yandess 1168. [N4034]

HILLWOOD MOTORS for Standards, all models for immediate or early delivery, one only Phase 2 Vanguard and since car in stock, pre-Budget price; your car taken in part-exchange; easy H.P. terms.—565-571, Watford Way Mill Hill, N.W.7. Mill Hill 4252. [06643]

WILSONS AUTOMOBILES AND COACHWORKS, Ltd., offer immediate delivery of the 8hp and 10hp cars; prompt delivery; the Good Companion and light commercial cars can also now accept orders for prompt delivery of the Vanguard III.—34, Acre Lane, S.W.2. Brixton 4011. 1-3, Dorking Rd., Epsom 5901. [N4065/R]

You couldn't do better than secure immediate delivery of the most desirable Standard models, the super 8 family saloon, 10hp super saloon or Good Companion estate car, Vanguard Phase II saloon at pre-Budget price, current market value for your present car subject to inspection, please ask for list of 120 new and slightly used cars.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N2008]

STUDEBAKER

A LIMITED number of new 1955 Studebakers, 4-door A saloon with right-hand steering, are now available for early delivery.—Studebaker Distributors, Ltd., Henry House, 385, Euston Rd., N.W.1. Euston 4444. [0060/R]

STUDEBAKER Commander de luxe, r.h.d., overdrive, 5 free wheel, radio, subject to being unsold, immediate delivery; other models early delivery.—Malcolm Motors, Ltd., Stockists—Agents for Essex, Broadway, Leigh-on-Sea, Essex. Tel. Leigh-on-Sea 78208. [8260]

SUNBEAM

NEWTONS OF WEMBLEY.

EXCLUSIVE Routes retailers for prompt delivery of the famous rally proved Sunbeams; demonstrations available; part-exchange; confidential credit facilities.

THE NEWTON SERVICE GARAGE, Newton's Corner, 17 Wembley Park, Middx (opposite Wembley Town Hall). Arnold 5253 (4 lines). [0771/R]

GORDON CARS (LONDON), Ltd., offer for early delivery all Sunbeam models.

GORDON CARS (LONDON), Ltd., 26, North End Rd., Golders Green (opp. Tube Station), N.W.11. Speedwell 2564 or 4701. [0975/R]

RAPIER and Mr. J. H. saloons, available for early delivery.—R. B. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431-2. [N3011]

WE can have a new car taxed and insured ready for use on your arrival in England. Authorized dealers for Humber, Hillman and Sunbeam. Also other make supplied.—R. B. Mead (Sales), Ltd., Maidenhead, Berkshire. [N3011]

SUNBEAM—Smith Auto Co., Ltd., Area Dealers for Routes Grocers offer early delivery of Sunbeam models.—145, London Rd., Croydon. (Croydon 2115, 5 lines.) [0869/R]

TRIUMPH

L. F. DOVE, Ltd.,

THE official TR centre.

SEE it; try it; buy it.

69, The Broadway, Wimbledon, S.W.19. Lib. 3456. [N1077]

HALLS (FINCHLEY), Ltd.

TR2's available for inspection; part-exchange, H.P. terms.—886, High Rd., North Finchley (Tally Ho), N.12. (Hill. 1064). [0667]

ROWLAND SMITH'S for Triumph.

IMMEDIATE delivery TR2, choice of colours, with or without overdrive.
PART exchange; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Tube), N.W.3. Hampstead 6041. [N4018]

CHARLES RICKARDS, Ltd., offer:

IMMEDIATE delivery, Triumph TR2, green, only one left at pre-Budget price including P. Tax; £286/10. 56, Baywater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Red. 3440. [N3060]

BERKELEY SQUARE HOUSE GARAGE, Ltd.

EXCLUSIVE Triumph retail dealers.

OFFER for immediate delivery all Triumph models, with service on the spot; day and night garage facilities.
BERKELEY Sq., London, W.1. Grosvenor 4343. [0640/R]

PRE-BUDGET TR2, basic, pearl white, red vinyl.

HILLS, 63, Piccadilly, Manchester. Central 4311. [08835]

SMITH MOTORS OF DULWICH for Triumphs.—101, Barry Rd., S.E.22. New Cross 6611. [0645/R]

TR2—We value cars in part-exchange.—Performance Cars, Brentford, Middx. [N5041]

TR2—Try Motorists (London), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [N3018]

TR2 specialists; immediate delivery; part-exchange; H.P.—Premier Motors, 295, Lewisham High St., S.E.13. Lee 1051. [N3026]

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon, Cro. 6088.—Standard and Triumph main distributors in areas of Surrey and Kent. [0493/R]

TR3, British Racing Green; immediate delivery; part-exchange, cars or motor cycles.—Burge & Ingills Motors, Ltd., Dudden Hill Lane, N.W.10. Willenden 4889. [N4017]

HILLWOOD MOTORS for Triumphs, TR3, for immediate delivery; your car taken in part-exchange, easy H.P. terms.—565-571, Watford Way, Mill Hill, N.W.7. Mill Hill 4252. [06643]

STANDARD & TRIUMPH (distributors in Surrey since 1911), immediate delivery TR2 models, choice of colour; demonstration available.—Lanekster Engineering Co., Ltd., 80-83, Victoria Rd., Surbiton. Tel. Surbiton 1184-5. [N3026]

TR3—You couldn't do better than take advantage of the immediate delivery available of your new Triumph TR3 sports, colour green, with occasional seat, current market value for your present saloon or sports car subject to inspection.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open week-days 8 a.m. to 6 p.m. [N3008]

VAUXHALL

VAUXHALL cars.—Shaw & Kilburn, Ltd., Showroom: 4, Berkeley Sq., W.1. Grosvenor 4328. [0012/R]

PARTS and service.—Western Ave., W.3. Acorn 4641. [0012/R]

IMMEDIATE delivery of black Cresta; list price.—34, Acre Lane, S.W.2. Brixton 4011. [N4008]

KEITH & BOYLE (Ldn.), Ltd., Terminal House, 60, Clapham Rd., S.W.9 (close to Oval Underground). VAUXHALL main dealers, spare and service, Tel. Reliance 4211 (extension 10 or 19). [0806/R]

KJ MOTORS, Ltd., main dealers for Bromley, Orpington districts.—Bremley, Rav. 5456. [0221/R]

NEW Vauxhall Velox saloon, silver, straw, immediate delivery, list price.—Robbins, East Putney. Tel. 7081. [N3010]

VAUXHALL and West Herts—Vauxhall dealers over 25 years, offer very early delivery all models.—A. Christmas & Co., Ltd., Watford 7750. [0968]

NEW Cresta, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, London, W.C.2. Temple Bar 5586. [N1097]

VAUXHALL—L. F. Dove, Ltd., area dealers for Woking and district; early deliveries.—Guldford Rd., Woking. Tel. Woking 1282. [N1078]

VAUXHALL cars, early delivery of certain models; ring the Sussex main dealers.—Mansfield, Ltd., Eastbourne 3003; head office, 17, Cornfield Rd., Eastbourne. [0167/R]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

BUY your new Volkswagens from the Volkswagen Centre.

ORIGINAL U.K. specialists and leading distributors; demonstration vehicles available, including the commercial and utility range. Tel. Ripley 2361. [0017/R]

SUBSEX distributors.—Frenwick (Hove), Ltd., 8, John's Rd., Hove. Tel. 34037-8. [0190/R]

NEW CARS FOR SALE

VOLKSWAGEN

SOUTH Yorkshire and North Derbyshire.—Distributors: J. Gilder & Co. Ltd., Cambridge St., Sheffield 1 Tel. 26558/9. Complete facilities. (0128/R)

JOHNSON & BROWN offer new Volkswagens de luxe saloons, stock, choice of colour.—366-370, High St., Bromley, Kent. (0273/R)

DAVIES MOTORS Ltd., official distributors: demonstration cars available; latest models on display; full service and spare facilities. (N1080)

273, London Rd., Staines, Tel. 4211 (5 lines).

EUROPEAN CARS, Ltd., distributors for London Western districts; early delivery, demonstrations; exchanges, terms; also vans, pick-ups and buses. (N1060/R)

129-131, Old Brompton Rd., S.W.7. Frs. 7723.

PRIDE & CLARKE, Ltd., South London distributors. —Exchanges your car for the latest Volkswagen; terms.—Stockwell Rd., S.W.9. Brixton 6251. (N1062/R)

CROYDON—H. Harmer Car Sales, Ltd., Area dealers, 444-8, Brighton Rd. South Croydon, Croydon 6225. Uplands 5629. (0127/R)

V&F MONACO MOTORS for Volkswagen; buy your new Volkswagen from the firm which has concentrated on the V.W. for the last five years; use specialised repair service spares. (N1062/R)

V&F MONACO MOTORS, 6, Astwood Mews, Courtfield Rd., S.W.7 (near Clonsdale Road station) Finsbury 2414. (0851/R)

PRIDE & CLARKE, Ltd., South London distributors, immediate or early delivery all models, service factory-trained and equipped mechanics; comprehensive repairs; exchanges welcomed; terms.—Stockwell Rd., S.W.9. Brixton 6251. (N1062/R)

OFFICIAL main dealers of the V.W., Europe's most popular car because of its economy, performance and long life; exchanges, terms, demonstrations with pleasure; also pick-ups, buses, vans, completely new standards in transport economy, double the distance at half the cost.—Orlando.

BENMOTORS, 1, Clarendon Rd., London, W.11. (50 yrs. Holland Park Tube.) Park 5066. (N1017/R)

ALAND & TABOR, Ltd., Welwyn Hy-pass, Herts., 4 Welwyn 681-3-5, offer immediate delivery van, also both sides, early delivery de luxe and standard saloons, also commercial vehicles; main distributors for Bedfordshire and West Hertfordshire; maximum h.p. terms available, 1/2 down, balance over 2 years. (N1001/R)

WILLYS

WILLYS (Cars and Jeeps), Sole Concessionaires.—Steele Grimsby, London, S.E.3. (0812/R)

WOLSELEY

EW **EWING WATKINS**, Ltd., sole London distributors; early delivery 4/44 models, 6/90 on view; part exchange and hire purchase.—12, Belsay St., W.1 (Mayfair 5651.) 12, Chelsea Manor St., S.W.5. (Fitz-roy 8181.) (N1046/R)

WOLSELEY

EPSON, **THE WOODCOOTE MOTOR CO.**, Ltd., **WOLSELEY** distributors.

TELEPHONE Epson 1234.

10660/R

H. BEART & Co., Ltd.

WOLSELEY distributors.

WELCOME enquiries and will be pleased to demonstrate the superb new Wolseley 6/90 and 4/44 saloons; hire purchase facilities; part exchange.—102, London Rd., and High St., Kingston-on-Thames, Kingston 3544. (N1061/R)

SHAW MOTORS, Ltd.

PLACE your order now for earliest delivery of all models; part exchanges; deferred terms; open day and night.—Shaw Motors, Ltd., 686-678, Garraf Rd., S.W.17. Wlm. 3031-3-5. (N1060/R)

ROWLAND SMITH'S for Wolseley.

4/44 saloon on view, 6/90 saloon available shortly

PART exchanges; confidential h.p. terms; open 9-7 week-days and Saturdays.—Rowland Smith, Hampton (Tube), N.W.3. Hampton 6041. (N1041/R)

CHARLES RICKARDS, Ltd., offer:—

IMMEDIATE delivery, new Wolseley 6/90 saloon in green; list price, incl. P.T. £1,136/7; also 4/44 saloon.

56 Baywater Rd., W.9 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Ptd. 3440. (N1030/R)

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

WOLSELEY 6/90 for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (N1003/R)

SMITH MOTORS of DULWICH for Wolseleys.—285, Rye Lane, S.E.15. New Cross 6767. (0816/R)

LYNE FRANK & WASTAFF, Ltd., Tottenham Lane, Crouch End, N.5. Mounthview 4401, offer:—

WOLSELEY 4/44, green; available early delivery; list price. (N1054/R)

DORKING MOTOR CO., Ltd.—Order now for early delivery 4/44 and 6/90 models.—Dorking 3225. (N1058/R)

4/44 and 6/90, delivery from stock.—British & Colonial Motors, Ltd., 13-14, Upper St., Islington, London, W.C.2. Temple Bar 3588. (N1067/R)

WOLSELEY 6/90, black, immediately; Wolseley 4/44, green, immediately.—F. L. Cranmore, Tel. 2040 Potters Bar. (N1062/R)

WOLSELEY

KDM & CHERRINGTON Ltd.—Immediate delivery of 4/44 saloon.—9, Albemarle St., London, W.1. Gros. 5551. (N1054/R)

C. W. J. COLES Ltd., official agents, offer early delivery of 4/44 and 6/90 models.—18, Blunt Rd., South Croydon, Croydon 074/5. (N1334/R)

IMMEDIATE delivery new Wolseley 4/44 and 6/90 saloons, terms, exchanges.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. Highcliffe 2275. (N1432/R)

MEES & MEES, Ltd. (Est. 1893), Wolseley specialists for past 30 years offer early delivery of 4/44 and 6/90 models; part exchange and extended payments.—The Broadway, Mill Hill, N.W.7. Tel. Mill 8040. (N10312/R)

R. C. WIMBUSH, Ltd., Wolseley stockists, offer early delivery of the 6/90 saloon; immediate delivery for the 4/44; part exchanges and h.p. facilities.—312, Earls Court Rd., London, S.W.5. Freemantle 8401. (N14036/R)

MISCELLANEOUS CARS

ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors. Roberts, Ltd., Devonshire House, Park, W.1. Grosvenor 3401. (0012/R)

TRAYNOR MOTORS, of East Ham, for your new car, Austin, Wolseley, Morris, Standard, all makes supplied, several immediate delivery; terms, exchanges. Orangeswood 2580/5834. (N14033/R)

MARSTON MOTOR CO., Ltd., for new Jaguar, Standard, Austin, Armstrong, Triumph and Rover, full sales and service facilities; part exchange and h.p. arranged immediately; call, phone or write.—Marston Motor Co., Ltd., Sta. 6000. (0175/R)

NEW COMMERCIAL VEHICLES

AUSTIN 1-ton van from stock, exchanges.—Miller Motors, Ltd., Forest Hill 9533. (0639/R)

AUSTIN 1-ton van for immediate delivery.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield, Howard 1631. (N1003/R)

IMMEDIATE delivery Morris Scout van (list price)—G. W. Wilkin, Ltd., 1, Weston Park, Kingston, Kin. 8104. (N14053/R)

IMMEDIATE delivery Morris Scout van (list price)—G. W. Wilkin, Ltd., Lion Gate, Hampton Court, Middlesex. Mol. 6108. (N14053/R)

IMMEDIATE delivery of the following new Morris J-1 type 1000 Van, new Standard 10 Scout Pick-up; pre-Budget price.—Robbins, East Putney, Tel. 7881. (N10310/R)

THAMES 3-ton diesel chassis and cab, £283/4/6, pre-Budget price; Thames Scout petrol van, sliding doors, in primer, £244/15/11, pre-Budget price; Thames 1000 van, blue, £243/15/9.—Brew Brothers, Ltd., 135, Old Brompton Rd., S.W.7. Freemantle 8401. (N1038/R)

MISCELLANEOUS ADVERTISEMENTS

CARS FOR HIRE

ASYNCHRO

1955 Vauxhall Velox or the new Austin A50, self drive, with choice of rates, costs from 45p per week; cheap off-season and winter rates; A.A., R.A.C., radio, heater, Continental touring, special facilities for overseas visitors.—Synchro Garage, Ltd., 1, Peterham Road, S.W.7. Western 4108. Cables: Synchro, London. (0836/R)

FOR HILL, Ltd.

NEW A40 Cambridge saloons for hire; reasonable terms.—Nevelscliffe Rd., S.W.19. Wlm. (0360/R)

NEW Vauxhall Dormobiles for weekly hire.

MAYDAY MOTORS, Ltd., Mayday Rd., Croydon, Thornton Heath 5473-4-5. (0679/R)

SMITH & HUNTER for self-drive; inclusive winter rates.—774, Kensington High St., W.14. Wes. 6417. (0458/R)

MANCHESTER—Drive yourself 1954-1955 Vauxhals; overseas visitors special rate.

SUREFLEET, delivery anywhere in England; free.

SUREFLEET, £10 per week, no mileage charge

SUREFLEET, 47, Upper Chorlton Rd., Manchester, 16 Tel. Moss 5197. (0646/R)

1956 cars unlimited.—Orange Service Garage, 246, Romford Rd., Forest Gate, Mar. 2595. (1973/R)

FOREST HILL 2432—Self-drive and chauffeur-driven.—Moore Park Garage, 115 Woodvale, S.E.23. (0679/R)

LONDON'S lowest rates.—The private car chauffeur-driven hire service.—Lonsay (Vic. 7771-2), Dolphin Sq., S.W.1. (0042/R)

AUSTIN and Morris self-drive or chauffeur-driven cars.—Chapman's, 12, Cordington Mews, W.11. Frs. 9864-5. (0466/R)

1956 self-drive cars available for hire from Self Motoring, Ltd., 108, Knightsbridge, E.W.1. Tel. Ken 6426 and Baywater 8226 (garage). (0055/R)

HAROLD H. HILLS GARAGE—Garage accommodation service; high-class car hire.—3-5, Minnamore Mews, S.W.7. Kensington 4020. (0551/R)

JERSEY, C.I.—Fifty 1954-5-6 self-drive cars; brochure on request. A.A. R.A.C.—Drivehire, 22, Broad St., St. Helier, (Jersey Central 1818, 1/6 after 6 p.m.) (0036/R)

1956 or late 1955 model Morris, Austin, Ford, Vauxhall, Standard; also Daimler Consorts; comprehensive insurance; heaters; from 15/- day; special rates for overseas visitors.

SELF DRIVE CARS, Adam & Eve Mews, W.8. Wes. 5 0608. Cables: "Britcars, London." (N186/R)

CARS FOR HIRE

1954 Zephyrs, Ligns a week, 600 miles; also new Consul, Oxford, Somerset; request no limit tariff.—Alliance, 28, Burne St., Edgware Rd., London, N.W.1. Fiddington 3646/3601. (0812/R)

EDWARDS & DAVIES (CAR HIRE), Ltd.—Post-war 2 and 10hp Ford; unlimited mileage cars; cars delivered.—Bri. 5533 and 5637.—390, Milkwood Rd., Harns Hill, S.E.24. (0683/R)

AUTOHALL—Over 200 new cars from 15/- per day; recommended by A.A. and R.A.C.—Dept. 55, 302/8, King St., Hammersmith, London, Tel. Riv. 3681. (0266/R)

CAR for your leave. The cheapest period rates in Great Britain with unlimited mileage; new fleet every year; Austin, Ford, Standard, Morris, Vauxhall; two to six passengers.

BRITISH & COLONIAL MOTORS, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3588. (N1067/R)

DRIVE YOURSELF HIRE CO. (LONDON), Ltd.—Latest models; reduced winter rates.—306, Seven Sisters Rd., Finsbury Park, N.4. Sta. 5493; 20, Grosvenor Place, Victoria, S.W.1. Eto. 9844. (0807/R)

POST-WAR self-drive cars from £10 per week or £ daily; special facilities for overseas visitors.—B. P. (Balham), Ltd., 30, Balham Hill, S.W.12 (100yds Clapham South Tube). Bait. 1107-8-9. (M2024/R)

WIMBLEDON CAR HIRE, self-drive specialists, new Austin A40/50 Cambridge and A90 Westminster, competitive rates.—Mansell Rd., S.W.19. Wimbeldon 3834. (0811/R)

SELF-DRIVE post-war Austin A40s, new Fords, Morris Minors.—Rons (Car Hire), Ltd., 3, Choumert Rd., Peckham, S.E.15. New Cross 2105, and 125, High St., Bromley, Kent. Ravensbourne 0305. (N105/R)

1955 self-drive Austins, A30/40/50s, Morris Minors, Fords, Vauxhall Wyvern/Velox, also overseas visitors special facilities.—Gussey Motors, Burwood Mews, Edgware Rd., London, W.2. Amb. 5025 and Pad. 5306. (0589/R)

CAR HIRE (MAYFAIR), Ltd., for Humber Pullman and Austin dependability, chauffeur driven; new A40/50 Cambridge and A90 Westminster to drive yourself, competitive rates.—12, Bourdon St., Berkeley Sq., W.1. Mayfair 9689. (0084/R)

WELBECK CAR HIRE offer:—New self-drive cars, no mileage charge; you just pay a flat rental and that is all.—Presters one day £1/5, 24 hours £1/15, one week £9/10, new Anglias at £3/10 per day and £12/10 per week.

WELBECK CAR HIRE, 82, Crawford St., London, W.1 (near Baker Street Station). Welbeck 3591. Office hours 9 a.m. to 6 p.m., Sundays 9 a.m. to noon. (0631/R)

GEZ CARS self-drive car hire with new Ford Zephyr, Consul, Prefect, Anglia. Popular and Morris and Cowley saloons; reasonable rates, two-way tariff; special rates overseas visitors.—61 63, Queensdown Rd., S.W.5. Mac. 3563 or Kni. 4733. (0091/R)

CARS FOR HIRE

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PARTS AND ACCESSORIES

DISMANTLING complete 1949 Austin 16; also 1950 Vauxhall Wyvern. [0034/R]

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B **BARIMAR** for scientific welding repairs under Barimar money back guarantee. [0033/R]

CRACKED and broken cylinder blocks and heads, fractured and worn valve seats, smashed crankshafts, broken crankshafts, and all other motor parts perfectly repaired by Barimar low-temperature process. [0033/R]

BARIMAR House, 24, Featherbush Rd., Fulham, London, S.W.6. Tel. Renown 2167/8. Night calls Renown 2148. Telegrams Barimarum, Walgreen, London. Branches at Birmingham, Newcastle, Manchester and Glasgow are also operating at full blast. [0033/R]

CRACKED cylinder blocks repaired by low-temperature process, no pre-heating, no dismantling; also several cylinder blocks for sale—Sanders & Co., Ltd., Victoria Rd., Hendon, M.W.4. Hendon 1286. [0122/R]

ACCIDENT repairs given immediate attention covering both mechanical and coachwork requirements following major accidents; motor blouses, Jack Barclay (Service), Ltd., Danvers St., Chelsea, S.W.3. Fla. 2223. [M1082/R]

GALLAY, Ltd., can give immediate service in the repairs and rebuilding of motor radiators, petrol tanks, wing, etc.; chromium plating carried out—Please send enquiries to Messrs. Gallay, Ltd., 103-105, Scrubs Lane, Willesden, N.W.10. Ladbroke 3644. [0037/R]

AXLES SHAFTS RECOVERY CO. (Myers Process)—Consult the specialists if you have trouble with worn or broken axleshafts or axle castings, all types of spinning undertaken, hub rebuilding or respinning a specialty; all sizes inner or outer; excellent service—Motors Motors, Ltd., Wembley 2636/4443. [0766/R]

ROOF AND REAR LUGGAGE RACKS

A **REGAL** roof rack fits any car. [0037/R]

CONTINENTAL style, wooden slats, smart, strong, rustproofed; 25/19/5—Fraser Brothers, 122, Kingston Rd., Malden, Surrey. (Malden 2779). [0087/R]

VICEROY carriers from 25/19/5—Contact local garage or Viceroys Sales, Mortimer Market, W.C.1. Euston 2020/7925. [0081/R]

PORTAGRID telescopic roof rack, one model fits any car; 25/19/5—Parr Equipment Co., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211. [0037/R]

WATMAC Dragoman patent detachable luggage roof racks and detachable ladder carriers for saloon cars, estate cars or vans fitted or removed in minutes; from 25/9 to 25/9; estate make year; no quotation for special racks any dimensions. [0054/R]

WATNEY MOTOR ACCESSORIES CO., Ltd., Blaby Trading Estate, Blaby, Leicester. Tel. Wigston 2801. [0029]

BERKSHIRE roof rack, the rack with the flat luggage platform and large load spreading, suction cups, two models, 25/6 and 27/7; also available for vans and estate cars to customers' dimensions and for luggage and other lengthy articles—The Houdelle Co., Ltd., 8-14, Hampton Rd., Twickenham Green, Middx. Popesgrave 6284-3 lines. [0054/R]

CHROMIUM plated tubular steel grids for XK110 (panel and boot lid); Austin-Humber, Sunbeam-Talbot, 22, Conquest, Zephyr 25/15; M.O. 25/15 to T.C., 27/5; T.C., T.D., T.F. with back rail, 25/15; Morris Minor, Austin 8, Standard 8, 25/15; bumper fixing grids for Morris 8, Ford 8 and 106, 22/5; Morris 10 and 12, 25/5; postage 3/6; roof luggage grids hired, 10/- per week—Derrington, 138-161, London Rd., Kingston 5621-2. [M1071]

KINGSTON roof racks; new Two-Way model suitable for 8-12hp, 25/19/6; standard Tailor-made model, 25/19/6; new adjustable model in carton, stored in boot in 10 minutes; all cars 10hp upwards, 25/19/6; Commercial for vans and estate cars, 25/19/6 to 27/19/6; Alpin 2-bar adjustable for buses, ladders, etc., 24/4; all prices plus 10%. Illustrated brochures from your garage or the manufacturers and patentees—Van Hoorn Trading Co., Fasset Rd., Kingston-on-Thames. Tel. 5319, 6506. [0089/R]

VICTORIA roof racks for all cars, estate cars and vans; Alpin 2-bar rack, 25/19/6; Dingley 2-bar rack, 24/15; Minor rack for small cars, 24/12/6; standard rack for larger cars, 24/19/6; expanding rack to fit all cars, 25/19/6; Continental de luxe rack for small cars 25/12/6, medium 25/19/6, large 28/6; estate car and van racks from 25/6; also the Victoria claw, 18/6; tarpaulin straps, etc.; all carriages sold U.K.; obtainable from your garage—Manufacturers: Victoria Motors, Ltd., 50, Vauxhall Bridge Rd., S.W.1. Vic. 3211. [0088/R]

ROOF SEATS

MAKE your car your grandstand with an Auto-top car roof seat, ideal for motor racing, point-to-point, polo, etc.—Details from: [0034/R]

LB PRODUCTS & ENGINEERING, Ltd., Dept. C.3, 52, Sussex Rd., Petersfield, Hants. [0769]

SAFETY GLASS

D. W. PRICE.

FTT while you wait—Heasden Lane, N.W.10 (Gla. 7811), 2a, New Cross Rd. (New Cross 3535); Savoy Parade, Enfield 5170; Tancred St., Taunton 2993. [0142/R]

TRIPLEX "While you wait" replacements—British Steel Frame Co., Ltd., Blimepoate 9411-3. See "Windcreens." [0142/R]

SAFETY GLASS

TRIPLEX

EXPRESS REPLACEMENT SERVICE—wholesale and retail. [0033/R]

LONDON: Newton's (Kensington), Glass Merchants, 266, Old Brompton Rd., S.W.5. Tel. Fremantle 9412. [0033/R]

WATFORD: Balmer's, Glass Merchants, Derby Rd., Watford. Tel. Watford 4269. [0033/R]

SOUTHEND: Smith's, Glass Merchants, 623-4, London Rd., Westcliff-on-Sea, Tel. Southend 46248. [0033/R]

ALL the above are official Triplex stockists. [0033/R]

SHOCK ABSORBERS

A **ARMSTRONG**—The leading hydraulic shock absorber fitted as initial equipment to the majority of cars. [0033/R]

NEW exchange shock absorbers, replacement links and conversion sets available from stock from your local garage or [0033/R]

MAIN distributors— [0033/R]

LONDON and the South of England. [0033/R]

PARR EQUIPMENT CO., Ltd., 20, Avonmore Rd., W.14 (opposite Olympia). Fulham 4211 (3 lines). [0033/R]

BIRMINGHAM, West Midlands and Central Wales. [0033/R]

MARLER & PARTNERS, Ltd., Fox Hollis Garage, Fox Hollis Rd., Acocks Green, Birmingham, 27, Acocks Green 0901. [0033/R]

EAST Midlands, Eastern Counties and South Yorks. [0033/R]

AFK SERVICE (NOTTINGHAM), Ltd., Bullivant St., Alfred St., Central Nottingham. Nottingham 46507. [0033/R]

NORTH-WEST England:— [0033/R]

BRACEGIRDLE MOTORS, Ltd., Brook's Bar, Manchester 16. Moss Side 2245-6. [0033/R]

SCOTLAND:— [0033/R]

JAMES H. GALT, Ltd., 71-73, Dobbies Loan, Glasgow. Tel. No. Douglas 4137. [0496/R]

TELAFLO telescopic dampers are the latest advancement in suspension control. [0033/R]

EFFICIENT control maintained at low and high levels out the bad roads, providing extra comfort. [0033/R]

ABRICATION and frothing troubles eliminated by exclusive patent. [0033/R]

FUNCTION at any angle owing to its independence to travel problems. [0033/R]

LONGER life due to increased area of body. [0033/R]

OBTAINED from main distributors for South London, Kent, East Surrey and Sussex. [0033/R]

ROBIN HOOD GARAGE (ANERLEY), Ltd., Croydon Rd., Anerley, S.E.20. Syd. 7066-7. [0078/R]

SEE our advert under "Independent Suspensions."—A. H. Hebb & Son. [0715/R]

WEST LONDON REPAIR CO., Ltd., Wim. 5216-7; telescopic replacements for most post-war makes—56, High St., Wimbledon. [0037/R]

NEWTON shock absorbers—conversion kits available for M.O. models T.A., T.B., T.C., V.A., S.A., Y. Morris 8 models I and II, 2 Morris, 10 model M. [0033/R]

UNIVERSITY MOTORS, Ltd., Newton Distribution, 7, Hertford St., London, W.1. Gros. 4141. [0050/R]

30/-—Exchange reconditioned shock absorbers—Witham's, 18, Balham Hill, S.W.12. Battersea 5390/3760. [0449/R]

THE London main distributors for "Notod" and "Telaflo" shock absorbers in East and West areas are Messrs. S. H. Burgess & Sons, Ltd. [0033/R]

EAST London Depot, 123, Lower Clapton Rd., E.5. Tel. Amherst 6486 and 6944. [0033/R]

WEST London Depot, 364, Uxbridge Rd., Shepherds Bush, W.12. Shepherd's Bush 4251. [0033/R]

WE are equipped to give "over-the-counter" service which includes complete rebushing of your links for dampers to fit more cars. [0154/R]

POST and rail orders are despatched within one hour on receipt of your old units. [0154/R]

WE specialise in supplying dampers and special links for foreign and non-standard cars full discount to the trade. [0154/R]

ALL types Eastern Counties largest stockists Armstrong, Gilling, Luvax, Newton, etc., makers' units—Fremantle Aircraft & Cars, Ltd., Ipswich, Suffolk 7766-8. [0081/R]

RECONDITIONED shock absorbers, exchange service, a popular type 32/6; Woodhead-Munroe and Andre-Hartford stockists; lists free—Young's, 22, Tooting Bec Rd., London, S.W.17. Balham 7791. [0427/R]

SILENCERS

BURGESS replacement silencers for your car; immediate delivery for most popular makes; order through your garage, stating make, model, year; trade enquiries invited—Burgess Products, Ltd., Minkley, Leicestershire. Minkley 700. [9436]

SERVALS straight-through silencers and assemblies must improve the performance of all cars fitted by the leading manufacturers; immediate delivery of popular types—Servals Silencers, Ltd., Ashford Rd., London, N.W.2. Glaston 0023. [0084]

SPEEDOMETERS

RICHFIELD.

SPEEDOMETER repairs—Rev counters, electric and lever clocks by England's most prompt, efficient and economical service; immediate replacement for most types, others within 48 hours; any make handled by our fully qualified staff; all repairs guaranteed—See below. [0033/R]

SPEEDOMETER cables—20,000 in stock; any make or type, state year, make and h.p.; all cables guaranteed; send for 1955 list. [0033/R]

PROG. RICHFIELD & SON, Ltd., 8, Broadwater Place, London, W.1. Wel. 0404 (5 lines). Established 1936. [0070/R]

SPEEDOMETER SUPPLY CO., Ltd., 24, Shelton St., Long Acre, London, W.C.2. Established 1912. Covent Garden 2666-7. [0163/R]

PARTS AND ACCESSORIES, REPAIRERS, ETC.

SPRINGS

SPRINGS from stock for Morris, Ford, Austin, Standard, Wolseley, Rover, Vauxhall and most other cars.

TRIANON, Aerodrome Rd., London, N.W.8. Tel. Hen. 7605-6. [0965/R]

LARGE stocks of road springs for all popular vehicles at low prices.—Witham's, 18, Balham Hill, S.W.12. Battersea 3280/3769. [0315/R]

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7; repaired or manufactured; all springs tested for rate of def.—See, High St., Wimbledon. [0251/R]

SUNSHINE ROOFS

A REALLY wide-open sun roof! The Continental "Webasto" can be fitted to any car for £65 approx.—Details from Car-Coverall (Dept. AC), 168, Regent St., London, W.1. Monsarch 1601. [0044/R]

SUPERCHARGERS

ARNOTT low-pressure supercharge your car.

For instantaneous and rapid acceleration, standardised installations available for M.G., Morris, Austin, Hillman, Ford, Riley, Standard, Triumph, Rover, Sunbeam-Talbot, Singer, Wolseley, Bristol Citroën, Fiat, Renault, etc. [0177/R]

LEO ARNOTT high-pressure competition models.

CARBURETTORS, Ltd., Orange Rd., N.W.10, Willesden 5501. [0177/R]

USED Arnott and other supercharged installations for sale and wanted; Bristol, Morris E and Minor, M.G. T.A./B/C/D, Wolseley 6/80, Singer 1100, used Mils from £20.—Speed Equipment Dept., Budds, 65-66, Victoria Rd., Worthing. [0960/R]

MARSHALL-NORDEC low pressure superchargers increase performance to 50%; outstanding acceleration and hill climbing with complete reliability; no modifications to engine necessary; kits supplied complete with all parts and instructions for Austin, Ford, M.G., Morris, Riley, Standard, Sunbeam, Triumph, etc., early delivery for home and export orders; prices from £65.—North Downs Engineering Co., Westway, Caterham Surrey, Tel. 2365. [M0755/R]

TYRES AND TUBES

TYRES! Tyres! Tyres!

MAKE your driving safer.

PROTECT the lives of your family, yourself and others by driving on good tyres; autumn leaves are falling, now is the time to fit new; all your tyre troubles can easily be handled by us; write for details. CLEVELAND'S GARAGE, Fellastown Rd., Ipswich, Tel. 77328. [0565/R]

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. for

FIRST grade heavy duty guaranteed unused remould tyres in Goodyear rubber; compare the value! 550x15, £3/1/2; 600x15, £3/0/9; 600x15, £3/6/6; 500x18, £2/18/2; 525x16, £3/2/11; 550x18, £3/7/2; 575x16, £3/11/2; 600x18, £3/16/10; 650x17, £3/5/5; other sizes pro rata; carriage by first passenger train 4/- extra per tyre.

SATISFACTION assured or money refunded under full guarantee; many unsolicited testimonials; thousands sold and exported all over the world; save by purchasing direct.

COACHCRAFT, Elm Rd., Evesham. Tel. 6539. [M1053]

REMOULDS in all sizes.—Keens, Back Ocean View, Whitley Bay, Est. 1928. [8953]

VETERAN beaded-edge tyres, new or used.—Welham, 5, Surbiton Hill Rd., Surbiton. Elmbridge 1673. [M4070/R]

BULL'S.—A tyre for every job; new and remoulds, free fitting, call or let us quote; let us remould your own covers in Bull's Rubber Co. Ltd., 175, Shaftesbury Ave., W.C.2. Tel. Tem. Bar 1747. [0774/R]

5000 Guaranteed remould tyres, 17in, 18in, 19in, 20in, all other sizes available; guaranteed sound second-hand inner tubes, 5/- each; immediate despatch, carriage forward, satisfaction guaranteed.

W. MACINTYRE & SONS, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0224/R]

TYRES.—New, slightly used and rebuilt in all car, lorry, tractor and tractor sizes; write stating your size and receive per return of post our quotation; post orders only.—The Goswell Rubber & Tyre Co., Ltd., 1 and 1a, Wilmot Place, N.W.1. Tel. Gulliver 5421 and 5422. Wires Goswellto, Norwest, London. [0087/R]

TYRES AND TUBES

PRIDE & CLARKE, Ltd.—Tyre bargains, cash or easy terms; quotations by return; state sizes required.—Stockwell Rd., S.W.9. Brixton 6251. [M3068/R]

TYRES, remoulds, all sizes (no casings required); used tyres and tubes, all types, modern and obsolete.—Cook, 589, Stapleton Rd., Eastville, Bristol. Tel. 58312. [0387/R]

WHEELS, DISCS, TRIMS, ETC.

WHEELS (used), all sizes for every type of vehicle.—Cook, 589, Stapleton Rd., Eastville, Bristol. [0385/R]

MOST types of easy clean and wire wheels in stock.—Turner & Knight, Southfield Paddocks, Popes Lane, Ealing, London W.5. Eal. 4298. [0678/R]

ALL types of wheels repaired, replacement services.—W. & L. Page, Pottery Rd., Brentford, Middlesex. Tel. Ealing 5558. [0660/R]

CLARE'S MOTOR WORKS.—Large stock wheels, wire wheels, Easy Clean and Artillery rebuilt and second-hand exchange service.—260, Knight's Hill, West Norwood, S.E.27. Gipsy Hill 0132. [0628/R]

WHITEFALL DISCS, Ltd., can supply lightweight toughened plastic discs suitable for Ford cars 13in and 16in wheels from 85/- per set, post free 15, Bishop's Bridge Rd., London, W.8. Amb. 8266. [0572/R]

WEST LONDON REPAIR Co., Ltd., Wim. 6316-7; wire wheels repaired, stove enamelled, hubs respined; easy clean wheels repaired.—56, High St., Wimbledon. [0658/R]

6000 car wheels, second-hand, all types and years in stock; quotations by return; satisfaction guaranteed or cash refunded.—V. MacIntyre & Sons, Lockford Lane Garage, Stonegrave, Chesterfield. Tel. 4615. [0222/R]

WINDSCREENS, WIPERS, ETC.

BRITISH STEEL FRAME Co., Ltd., 205, Cambridge Heath Rd., E.2.—Manufacture sports special and popular windscreen assemblies; also fixed and sliding windows for utilities conversions.—Blissopgate 6511. [0908/R]

BUSINESS & PROPERTY, SITUATIONS.

BUSINESS AND PROPERTY

ST. LEONARDS-ON-SEA. Garage Business on outskirts residential area, good living accommodation. Steady business in present hands 24 years. Some hire work. Fair petrol sales. Early sale required. Full details will be given in confidence. Local Agents John Bray and Sons 11, Warrior Square, St. Leonards-on-Sea (Tel. Hastings 312/3). 2326

MOTOR Sales Garage large Midland town. Main road city centre. Established over 20 years. Modern showrooms turnover £50,000 year. Premises on lease very low rental. Goodwill, equipment, stock £12,000. Would consider offer working directorship to man with capital and experience. Box 0844. 1955

CHURCH HOWARD & HILLS, Ltd., specialists, agents and valuers to the motor trade offer selection of motor businesses available in all parts. Details upon application, stating requirements to 1, Dover Street, Piccadilly, London W.1. Tel. Hyde Park 9528/9. M1047

NOTTINGHAM, main road, old established Garage, 4 pumps with forecourt, 50,000 galls. approx. Scope for increase. Workshop area 4,725 square feet. Owner retiring through ill health. Freehold £10,000. Lease considered. Box 0845. 2043

GARAGE Filling Station. A.A. R.A.C. Free site, 60 miles S.E. London. Two living accommodation. 76,000 per annum increasing. Five electric pumps workshop showrooms. Situated close by busy cross roads. Audited accounts. £21,000 freehold. Box No. 0847. 2563

HIRE Car, Taxi and General Garage Business. 15 cars. Extensive well-equipped premises in centre of large Midland town. Long lease at low rental. £10,000. S.A.V. Box 41

BUSINESS AND PROPERTY

WEST of England. Established wholesale factor (motor accessories). Small unit, suit company desirous of expanding. Excellent main road premises. Living accommodation. Full particulars on application. Box 0513. 2787

FILLING Station, Garage, Cafe, Showroom. A6 Midlands. Detached house. Petrol 125,000 galls. Good accessories sales. Freehold £14,000. S.A.V. Owner retiring. Details advertiser; c/o 54, Aberdale Road, Leicester. 2684

BOURNEMOUTH, Petrol Station, busy main road. 4 electric, showroom, flat, well-equipped workshop, yard, office. Trade £12,000, retirement; £8,500 freehold. Rumsey and Rumsey, Bournemouth. 2650

NEAR Huddersfield. Freehold Garage, Petrol Station. Modern three-bedroom house. Petrol 45,000 gallons p.a. Trade £12,000. £5,500 S.A.V. £8,000 mortgage available. Box 6807. 1591

ALDRIDGES for Motor Businesses, Garages and Filling Stations. All specialist services in Sales, Purchases and Valuations in Home and Southern Counties.

ENQUIRIES are invited to Estate Department, William Road, N.W.1. Eus 2352. M1004

ALDRIDGES for Motor Premises, Garages and Filling Stations. All specialist services in Sales, Purchase and Valuation in Home and Southern Counties.

SUSSEX. Old established Coaching Business together with main road filling station and garage. Substantial concern. £15,000. S.A.V. Also several sound general motor businesses in London and Home Counties available. Enquiries invited to Estate Department, William Road, N.W.1. Tel. Euston 2352/2745/4515. M1004/1

BUSINESS AND PROPERTY

GARAGE and Filling Station. Prominently situated freehold premises on main road, comprising garage, showrooms, workshops, storerooms, yard lock-up garages and 5 pumps. Together with old established business having good petrol sales and well-known agencies. For sale as a going concern. Adjacent corner site also available for purchase if desired, the whole forming a frontage of over 150 feet, thus giving excellent scope for expansion of the premises and business. Full details on application to H. W. Dean, Chartered Surveyor 9 Guildhall Street Cambridge. 2582

MESSRS. GLADDING SON & WING, chartered surveyors, auctioneers and valuers, Gordon House, 14, Ship St. Brighton 1 (Tel. 23284), offer the following:

OXON. 'A' road, easy reach London. Old established Garage Business with extensive site and range of substantial buildings including showrooms, workshops, office and living accommodation. Austin dealership. Turnover £50,000 p.a. Price freehold, goodwill and equipment £17,500 s.a.v. FURTHER particulars of above and other garages available from Gladding, Son and Wing, as above. M2021A

MOTOR Company with valuable Ford Retail Dealership in Lancs. Full service and parts facilities. Enquiries in the first instance to Box 0528. 2793

BETWEEN London and Reading. Garage Filling Station. 50,000 gallons annually. 35 years present hands. Four pumps. Also Filling Station & Stores. North Wales. 15,000 gallons, two pumps. Edwards, 9, Thomas Street, Bristol, 2. 2846

BUSINESS & PROPERTY, SITUATIONS.

BUSINESS AND PROPERTY

LEEDS. Prominent freehold garage and service station in a valuable main road position in one of the most popular residential areas of the city. Excellent petrol sales from five pumps. Fully equipped. Substantial building and land for extension. Established over 27 years by vendors. Full details Paxtons, Auctioneers, 131, Albion Street, Leeds, 1. Tel.: 33571-2. 2574

ANTHONY D. LEWIS & CO. SPECIALIST agents for the sale of motor businesses, garages and filling stations. Valuations of premises, equipment and/or stock for all purposes. Rating Valuers and Assessors.

HAMPSHIRE (busy town). Motor Business with popular car agency, petrol station and cafe. Capable of expansion. £60,000 turnover. Price £5,500 leasehold, 20 years with option on freehold. Ref. 1331.

ANTHONY D. LEWIS & CO., 94, High Street, Esher 3577/8/9. M2071

GOY & RICHARDS, Ltd., offer the following:

N.W. LONDON. Three pump filling station average 1,250 g.p.w. Workshop 1,000 sq. ft. Stores, offices, etc. T/O £500 p.w. Lease 14 years. £350 p.a. Price £8,000 S.A.V.

MID-ESSEX. On A class road. 3 pumps. Sales 60,000 p.a. Garage/workshop. 2 houses, 11 lock-ups. Ample room expansion. Freehold £11,000 S.A.V.

NORTHANTS. On main road. Six pumps. Approx. 100,000 g.p.a. 300 ft. frontage, part undeveloped. Two-bed bungalow. Lease 19 years at £600 p.a. Price £2,500 S.A.V.

OXFORD. Village High Street. Four pumps. 520 g.p.w. Building 1,700 sq. ft. Two bed cottage. Net profit £1,000 p.a. Freehold £6,500 S.A.V.

CHESHIRE. Extensive A-road frontage. Four pumps 100,000 g.p.a. Covered space 9,500 sq. ft. Garage showroom, stores, offices, etc. Freehold £35,000 S.A.V.

GOY & RICHARDS Ltd., 33, High Street, Hampstead, N.W.3. Tel.: HAM. 4614/0535. 2456

Business & Property Wanted

ALDRIDGES urgently require for special applicants:

(1) General Motor Business with Distributorships of Main Agencies with good petrol sales. London or Home Counties preferred.

(2) Premises or Site suitable for Transport Depot minimum 10,000 sq. ft.

(3) Garage or Workshop Premises, both within 5 miles of Central London. Parts please to Estate Department, William Road, N.W.1. EUS 2352/2745/4515. M1004

SMALL Petrol Station sought, suitable to run by father and two sons. Cash £6,000. Any district not more than 80 miles London. Box 0546. M2078

ALDRIDGES urgently require for special applicants general motor businesses with distributorships or main agencies with good petrol sales, London or Home Counties preferred.

PREMISES or site suitable for transport depot, minimum 10,000 sq. ft. Garage or workshop premises both within 5 miles central London.

PARTICULARS please to Estate Department, William Road N.W.1. Tel. Euston 2352/2745/4515. M1004/1

Business & Property Wanted

ABOUT half acre for Garage and Filling Station. Main road, outskirts town preferred. Griffiths, 78, Windsor Road, Southport. 1762

GENT. returning U.K. requires Service Station or Garage Business. South Midlands or South. £6,000-£15,000. available. Box 0565. 2815

SITUATIONS VACANT

A.E.C. Limited require Detail Draughtsmen. Experience of the motor industry an advantage. Modern offices and equipment, excellent opportunities for progress. Good salary offered, 5-day week, pension scheme and canteen facilities. Applications in writing, giving age, experience and salary required to Staff Records Office, Windmill Lane, Southall Middlesex. 2750

TECHNICAL Assistants required for design and development work on cars and Land-Rovers: permanent, progressive and pensionable positions for suitable applicants with some previous industrial experience and H.N.C. or equivalent. For further information or interview please write with full particulars to the Labour Manager, The Rover Co. Ltd., Lode Lane, Solihull, Warwickshire. 2272

MOTOR mechanics and fitters are required for British West Africa by a prominent distributor established throughout that territory. Applicants should have completed full apprenticeship or equivalent, be under 35 preferably unmarried and have wide practical experience of modern motor vehicles of all classes. These posts offer a permanent pensionable career with opportunities for promotion, good basic salary, allowances free accommodation and passages. Apply to Box 0170. 2259

VACANCY occurs in Car Sales Organisation of large firm of motor engineers near London (N.W.), handling B.M.C. group and other leading agencies. Applicants should be aged between 27/37, of wide experience, pleasing personality and proven ability. Position is permanent and progressive. Remuneration on an adequate salary and commission basis, with guaranteed minimum for the first year. Apply Box 0509. 2740

CHARLES Clark and Son, Ltd., Austin main dealers for Shropshire have a vacancy for a Branch Manager at their Shrewsbury depot. Applicants must have had experience in all branches of the motor trade. Good salary and generous commission on results. Pension scheme. Write in first instance to the Managing Director, Charles Clark and Son, Ltd., Austin House, Chester Street, Shrewsbury. 2470

SALES Engineer (35-45) required by well known large manufacturer of components for the motor industry. The post offered is a senior one and the successful applicant would in due course be expected to take charge of the Sales Engineers Department and deputise for the Sales Manager in his absence. Qualifications should include H.N.C. and preferably training and experience in the British Motor Industry. Applications stating age, experience and salary expected to Box 0317. 2533

SITUATIONS VACANT

SERVICE Manager required immediately for old established motor business, market town near Welsh coast. Approximately 35 operatives specialising Rover, Vauxhall, Bedford. House available. State full details experience and salary required to Green's Motors Ltd., Haverfordwest. 2707

A VACANCY occurs for a motor car Trainee Salesman. This opening carries good prospects for a young man of good education and appearance. J. Coxeter and Co. Ltd., 40/41 Park End Street, Oxford. Tele. 2275/6. 2583

SERVICE Engineer required by automobile component manufacturers in South Midlands must have sound engineering background to H.N.C. standard with ability to handle technical correspondence and compile concise reports staff position with excellent prospects. Send full details to Box 0172. 2240

VACANCY occurs for motor mechanic with house adjoining garage provided. Applicant must be fully qualified and experienced. Accommodation includes 3 bedrooms, bathroom two reception rooms and kitchen. Apply with references to Castle's of Hinckley, Ltd., 39, Derby Road, Hinckley, Leics. 2769

MANAGER required for garage and filling station in West London, staff of seven. Should have good experience of sales and repairs. The business is being re-built and re-equipped and offers an excellent opportunity. Reply in confidence to Box 0365. 2567

CAR Salesman: excellent opportunity for really first class experienced Salesman, capable of working on own initiative. Good salary and prospects to man of proven ability. Write giving full details of past records. 2571

WESTGATE Motors (Wakefield) Ltd., Main Austin and Commercial Distributors, Wakefield. 2571

MOTOR Vehicle Salesman required to sell cars of Nuffield manufacture in Hampshire. Applicants must be well educated and of good address. Experience and good sales record an advantage, but not essential. Good basic remuneration and generous commission. Write in confidence to Box 0562. 2809

WADHAM Bros. Ltd., Southsea, require competent retail Salesman, Morris-M.G. Preferably one with complete motor trade background. Able to operate as a self supporting unit. Reply with full details of past experience and expected remuneration, and if to be in confidence to 110, Palmerston Road, Southsea. 2799

A COMPANY established throughout West Africa for the distribution of British American and French motor vehicles requires several Garage Managers for its rapidly expanding organisation. These vacancies require men of proved outstanding technical and administrative ability capable of fully managing all aspects of a large service garage and only those certain of having such qualities should apply. Salary, allowances and privileges on a generous scale will be fully discussed at an interview. Apply giving fullest details to Box 0530. 2791

BUSINESS & PROPERTY, SITUATIONS.

SITUATIONS VACANT

A COLONY Service Manager is required in British West Africa by a company operating a chain of modern garages, service stations and assembly shops for the distribution of British motor vehicles. Applicants for this post should be under 40 and must be at present holding a senior managerial position on the distribution side of the motor industry. Only those with exceptional administrative executive and technical ability will be considered. The post offers exceptional prospects for advancement together with generous allowances and leave. Give full details including age, and status to Box 0529.

A SERVICE Receptionist is wanted by old established motor agents and engineers in Manchester area. Interesting and progressive position. Pension scheme. Apply with fullest particulars (in confidence) as to experience, present salary, etc. to Box 0386. 2660

RECEPTION Engineer required, Vauxhall-Bedford experience preferred but not essential. 5-day week. Pension scheme. Write giving details of experience, age and salary required to Service Manager, Shaw and Kilburn, Ltd., Western Avenue, Acton, W.3.

FOREMAN/MECHANIC, age about 35/40 for large motor repair workshop specialising in crash repair work and complete overhauls. Accommodation can be provided if required. High rate of pay for right man. Apply in person.

HILLS (Woodford) Limited, 71-97, High Road, Woodford Green, Essex.

PANEL Beater required. Excellent working conditions in new workshops. Rate 5/6 per hour. Holidays with pay, pension scheme available. Apply Maidenhead Autos Ltd., Bath Road, Taplow. Telephone Maidenhead 444. 2794

CELLULOSE Sprayer Charge Hand required. Excellent working conditions in new workshops. Rate 6/- per hour. Holidays with pay, pension scheme available. Apply Maidenhead Autos, Ltd., Bath Road, Taplow. Telephone Maidenhead 444. 2795

CAR Salesman required by progressive firm of main dealers in large Surrey town. Applicants must be experienced in new car sales and capable of good turnover in high-class used cars. Box 0192. 2304



Also manufacturers of Collier's Universal Hose Clips in Brass.

COLLIER & COLLIER LIMITED

SITUATIONS VACANT

ASSISTANT Male Service Receptionist required. Preferably with knowledge of motor trade. Excellent prospects. canteen facilities. Write, phone or call Iron Bridge Service Depot, Uxbridge Road Southall 2355. 2783

FIRST class Motor Mechanic required for high class petrol station, must be generally efficient and trustworthy. Good flat on job if required. Box 0544. 2801

EXPERIENCED Car Salesman required for Rottes Group Dealer. Write in first instance stating previous experience, salary, etc. The Caterham Motor Company Limited, Oxted, Surrey. 2585

CHAUFFEUR/Mechanic for country estate Hunts. Must be experienced engineer mechanic capable of maintaining top quality cars, etc. Permanent post. Write fully. Box 0364. 2568

COMMERCIAL vehicle Salesman required by Austin distributors situated in Surrey. Write stating age, and full details of previous experience. Box 0508. 2765

EXPERIENCED Car Salesman required by Austin distributors in Southern Home Counties. State age and full details of experience. Box 0507. 2767

WANTED Garage Foreman, must be experienced in commercial diesels. Rate 5/6 per hour. Silverline Garage Ltd., New Road, Rainham, Essex. 2241

CAR Salesman experienced required for distributors East Herts. Right approach essential. Good salary and commission to right man. Box 0256. 2386

COMMERCIAL vehicle Salesman required in Herts. Very generous commission excellent prospects leading to managership. Accommodation arranged. Box 0366. 2566

NORTH Wales coast resort: modern flat offered to very highly skilled Mechanic. Box 0406. 2657

AUTO Electrician wanted. Knowledge of car radio an advantage. Dorking Motor Co. Ltd., Dorking. M1088

SITUATIONS WANTED

YOUNG Salesman Austin, Morris Ford, Standard experience requires position London S.E. preferred. Box 0320. 2540

EXPERIENCED Motor Salesman, 35 seeks situation of responsibility. knowledge of all garage procedure including buying and selling, retail and wholesale. Box 0882. 2629

25 YEARS S/H cars, age 43 years, seeks position. Manager or Salesman mostly s/h cars. Box 0402. 2643

FORD Fitter/Electrician Chargehand highly skilled, 18 years experience. seeks supervisory position with main dealer. Modern accommodation essential. Reference. Box 0294. 2464

EXPERIENCED Motor Engineer, 30. Recently returned from West Africa, seeks position of trust requiring drive and ability. Overseas preferred. 9, Eaton Avenue, High Wycombe, Bucks,

SITUATIONS WANTED

AUSTIN Distributors South London area require experienced Works Manager. Only men holding similar position considered. Write stating age, details of experience and remuneration required. Box 0536. 2768

BLACKPOOL main agents require first class, experienced car and light van Salesman. Good salary, commission and car provided for an energetic man who can get the business.

REPLY giving all details of past experience to Box 0367. 2565

STOREKEEPER for motor vehicles stores wanted. Must be able to drive. Accommodation available to suitable applicant. State age and experience. H. E. Griffin Motors Limited, Haywards Heath, Sussex. 2659

PARTS Manager required by Austin main parts stockist. Situated South London. Only men with proved ability need apply. Write giving full experience, age and remuneration required. Box 0535. 2766

HOTELS

BARMOUTH, N. Wales. Superb scenery Min-Y-Mor Private Hotel on sea front. Ballroom, table tennis facilities. Brochure from G. Wadding. 2293

FAMILY Hotel. From 1,200 francs daily inclusive according season. English spoken. Open Easter. La Ménardière, Sanary-sur-Mer (Var) France. 2800

CORNWALL. Directly overlooking sea and safe bathing beach, beach. Television and sun lounges. Terms 7-9 gns. Illustrated brochure. St. Andrew's Hotel A.A. R.A.C. Port Isaac. Phone 240. 2680

SOMERSET: Shapwick Manor Guest House, Shapwick nr Bridwater. Ideal touring centre or restful holiday, large garden own produce, interior sprung mattresses. Leaflet sent on request. 1713

FARMHOUSE accommodation. Bed/breakfast and evening meal 4 gns. adults per week. Children under eight years old half price. Mrs. F. Cromcombe, Court Place Farm Parracombe nr. Barnstaple, N. Devon. 2042

KEEP THAT CHROME LIKE NEW



THE GLACIER ORGANISATION

3 production factories, 3 service stations; over 347,000 square feet of floor area, employing nearly 3,000 people, serving thousands of customers in engineering and many other industries all over the world.

Glacier bearings run through the alphabet of engineering industry. You'll find them on Automobiles, Bulldozers, Compressors, Diesels, Electrical generating plant — to mention a few . . .

In size, they vary from $\frac{1}{16}$ ths of an inch to 4 feet bore diameter. In value, from twopence to £200 each. Glacier, in fact, stands for *all* plain bearings.

GLACIER

the largest makers of  plain bearings in Europe



THE GLACIER METAL COMPANY LIMITED, ALPERTON, WEMBLEY, MIDDLESEX, ENGLAND

14

**THE PROGRESSIVE
FAST IDLE STARTER
for flexible control
of cold engines**

SEE HOW A SOLEX HELPS YOUR CAR

HOW IT WORKS. For easy control of a cold engine, a fast idling speed is a necessity.

For these conditions this type of starting device provides a ready answer, and the principle used can be applied to both Bi-, and zero-Starters already described, (see Adverts. 1 and 6).

The device is completely stable in operation, as the degree of enrichment is limited by calibrated orifices and not by the drivers control of linkage connecting a strangler and throttle butterfly, such as may be found on other carburettors.

In operation, the starter provides a progressively weaker mixture as the dashboard control is moved from the 'Intermediate' to 'Full In' position. This manoeuvre adjusts the mixture strength to suit a warming engine, obtains the idling speed required and when driving off, a slightly richer mixture for quick get away whilst the engine is still cold.

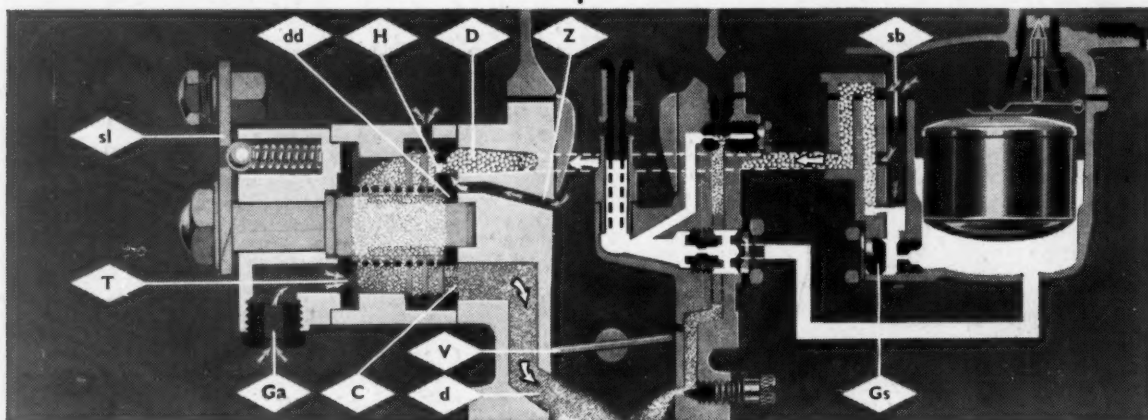
In the 'Intermediate' position, which is located by a spring loaded

*this is the fourteenth of a series of fourteen explanatory advertisements
(Copies of the first thirteen are available on request)*

ball under the starter lever (sl), the dished hole (H) in the valve (dd) is put into circuit with the starter petrol jet (Gs). The orifice (H) (smaller than (cc), see Advert. 6) reduces fuel input from jet (Gs), and combined with air drawn into channel (Z) produces a weaker mixture.

Rotation of (dd) as the dashboard control is pushed home progressively reduces the area of the outlet at (C) thus causing the engine to slow down, and the strength of the mixture is adjusted to suit the new conditions as the engine warms up. When the dashboard control is pushed 'Full In', the device is put out of action by a blank face of (dd) coming opposite (D) and (C).

DRIVING AWAY—on opening the throttle (V) with a cold engine, extra enrichment is provided by suction then being brought directly into the channel (Z), drawing mixture out from the starter box through (H). The degree of enrichment decreases to nothing as the disc valve (dd) is rotated from the 'Intermediate' to the 'Full In' position.



You're better off with a Solex because:—

Each phase of its design automatically ensures the accurate supply of petrol and air required by differing engine demands, BUT you can't get the best out of your Solex if it is worn. Our pamphlet 'Your Carburettor' explains why.

How to obtain a current design Solex carburettor:—

Complete the coupon and we will send you full details of our Re-conditioned Service for Solex equipped cars, together with any published leaflet on the type we specify.

Our Exchange Service offers a reconditioned Solex, guaranteed equal to new, for cars with a post-1935 Solex—the old carburettor being taken in part exchange.

For cars with a pre-1936 Solex or not at present Solex equipped, new carburettors are offered at an attractive price with an allowance for the old model when surrendered.

the service carburettor

SOLEX

for every make of car

● *post this coupon today*

Solex was there

1924

World 24 Hour Record
BENTLEY 2280.7 miles
at 94.78 m.p.h.

1955

Redex Round Australia Trial
1st VOLKSWAGEN

To Solex Ltd., 223-231 Marylebone Road, London, N.W.1

Please send me your pamphlet Your Carburettor, also details of a Solex to suit my car and a list of Solex Service Stations.

NAME _____

ADDRESS _____

CAR _____ YEAR _____

H.P. _____ CARBURETTOR NOW FITTED _____

A.14. *Quote letters and numerals on Float Chamber or rim of air intake if a Solex*